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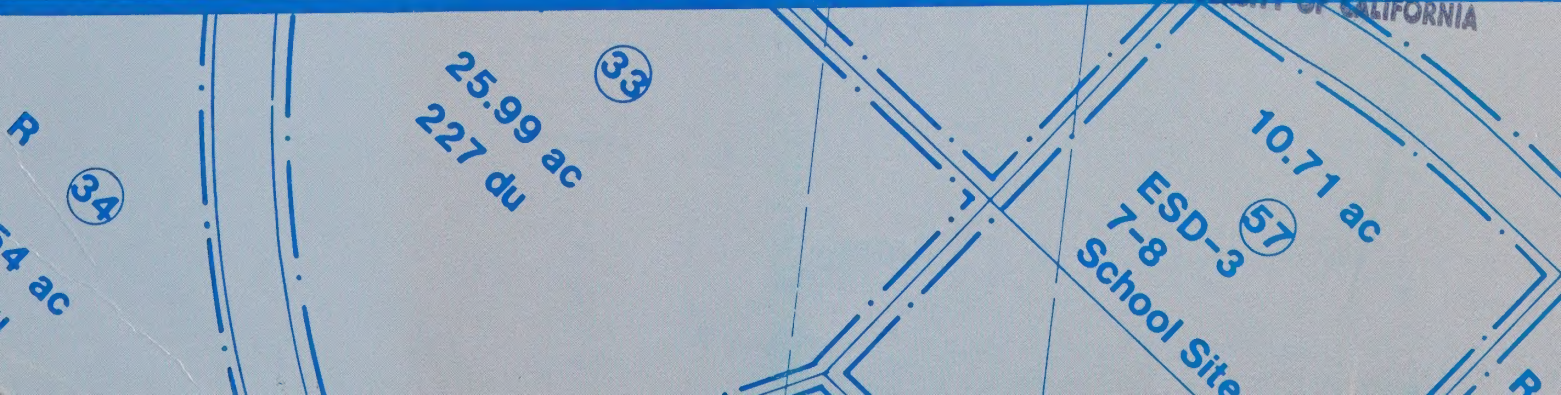
SOUTHEAST ROSEVILLE SPECIFIC PLAN

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SOUTHEAST ROSEVILLE
SPECIFIC PLAN

Approved by the
Roseville Planning Commission
August 9, 1984

Adopted by the
Roseville City Council
February 20, 1985

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SECTION I - INTRODUCTION

PROJECT LOCATION The Southeast Roseville Specific Plan area consists of approximately 637 acres of undeveloped land bounded on the north by Douglas Boulevard, on the east by Sierra College Boulevard, on the west by Rocky Ridge Road and Maidu Regional Park and on the south by the Annabelle Tract and portions of the Huntington Oaks subdivisions.

The subject property is a part of the East Development Area which coincides with Census Tract 207.

The area within the city limits and east of Interstate 80 contains by far the greatest proportion of the City's population. With nearly 11,000 people, it represents 41% of the City's population, and the average household size (3.02 persons per household) is significantly higher than the other three development areas within the city. The city-wide average of persons per household is 2.65.

Age distribution figures indicate this area is comprised of a younger age profile; 34% of the population is of school age (under 20 years of age); 55% is of work force age (20-60 years); and, 11% is of retirement age (over 60 years). This area also reflects a larger proportion of married households and households with male heads, than the average city-wide totals.

With most of the residential construction of the last ten years on the east side, one might think that there would be a disproportionate share of single-family homes. This is not the case, as the proportion of single-family units (76%) is identical to the city-wide total. However, the vacancy rate (completed, but unoccupied) for single-family homes far exceeds the rate in the other three areas at this time.

Other housing related characteristics indicate that there is a higher percentage of owner-occupied units (72%), higher median housing values, and above-average rental rates. In addition, this area contains over half of the mobile homes in the City.

A tabular summary of the demographic characteristics of the area is contained in Appendix A.

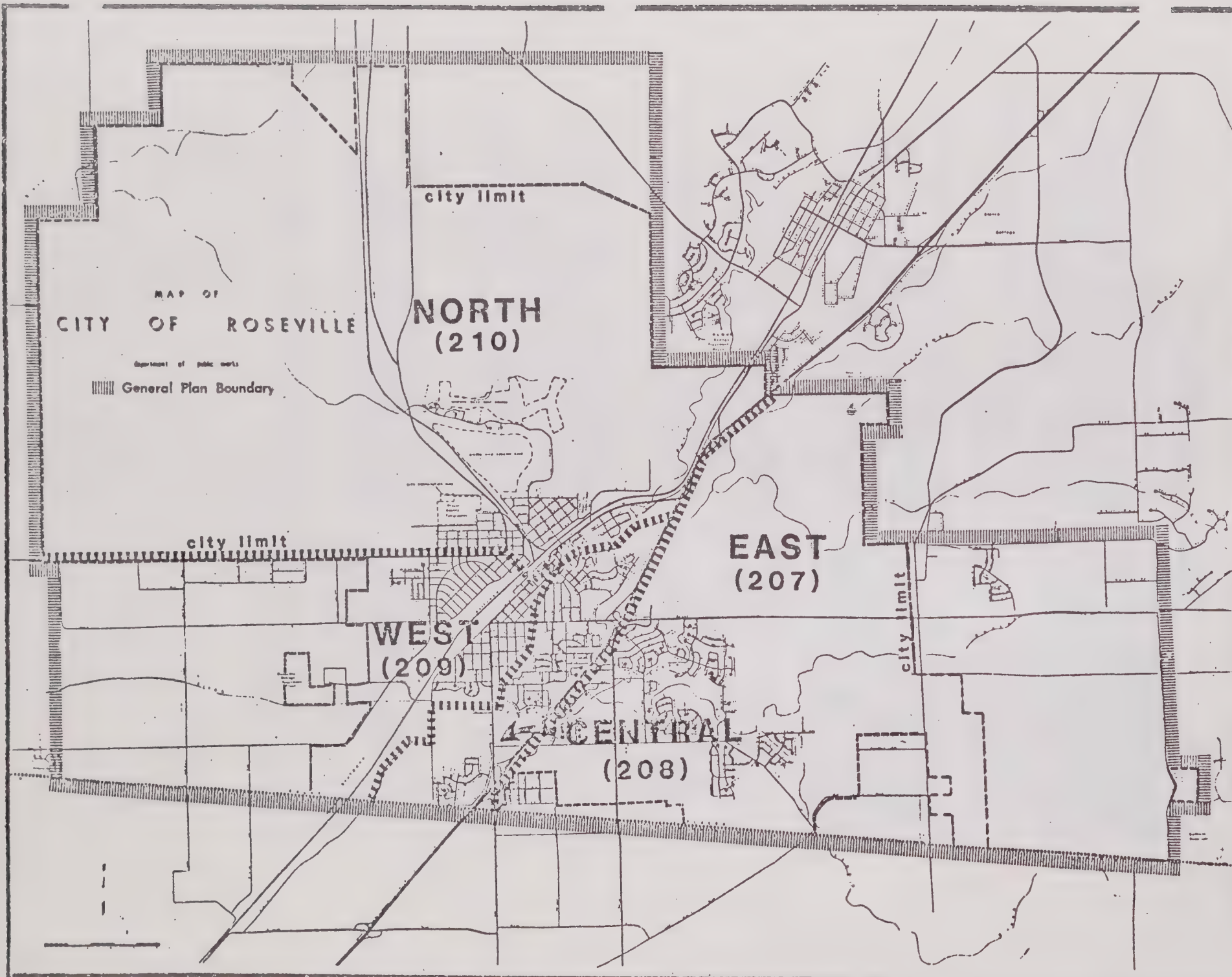


Figure I

PURPOSE AND INTENT

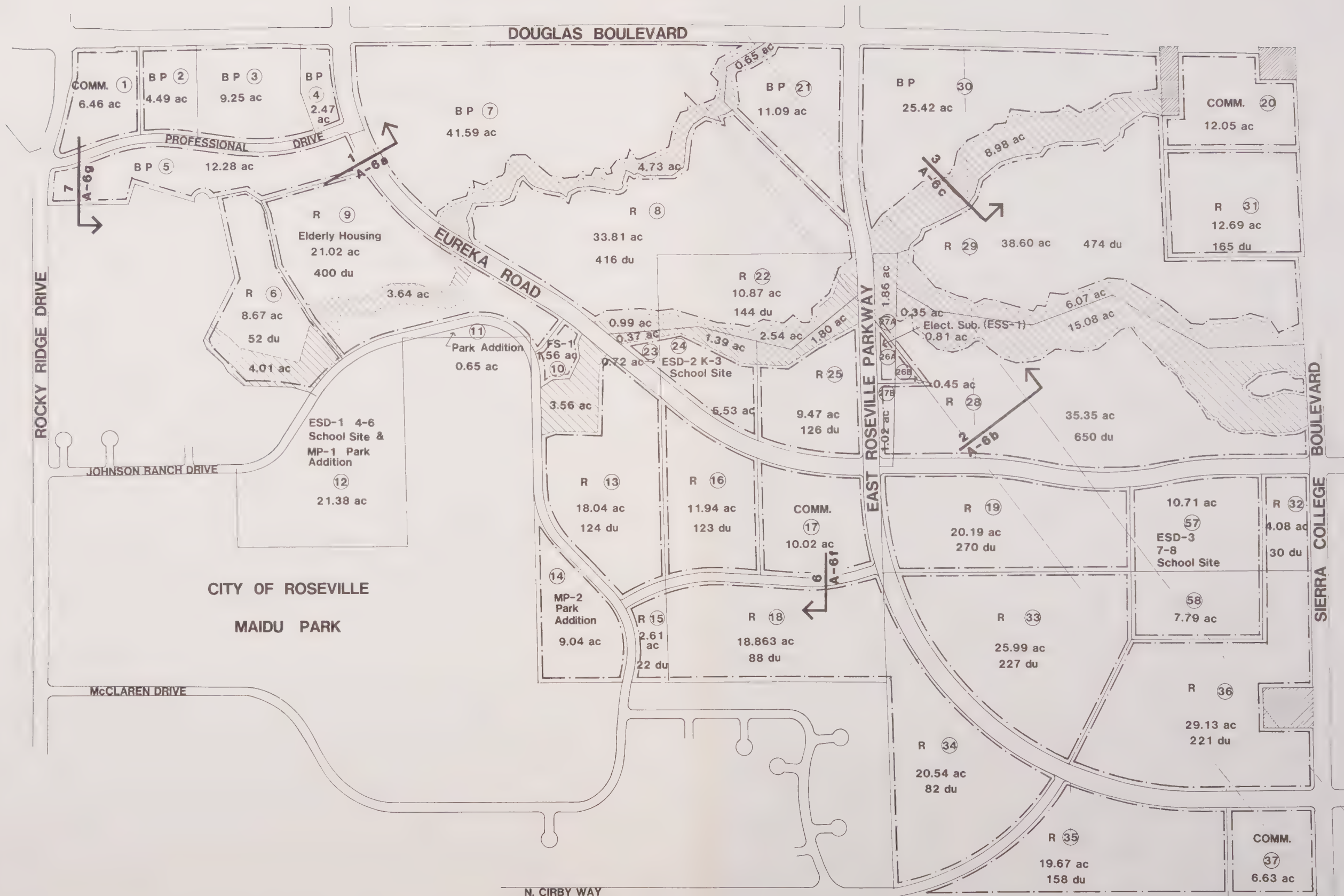
On January 11, 1984, the City Council of the City of Roseville adopted the Land Use Element of the General Plan and tentatively approved allocations of land use for the Southeastern area of the city coinciding with this Southeast Roseville Specific Plan. Final adoption of such land use and a formal amendment to the General Plan were made contingent upon the presentation and approval of a Specific Plan for the affected properties which would insure that the policies set forth in the relevant Elements of the General Plan were appropriately implemented.

This Specific Plan is intended to implement the intent of the City in its January 11, 1984 action and sets forth regulations and programs in furtherance of the objectives of the Roseville General Plan. Attached hereto as Exhibit A-1 is a map setting forth the densities, intensities and locations of uses, the allocations of sites for public uses and the circulation improvements that are required to support such uses.

The purpose of analyzing the subject property as a specific plan is based on the following:

1. All properties are contiguous and represent areas where existing growth patterns should logically extend.
2. Land use east of Sierra College Boulevard and north of Douglas Boulevard will remain predominately rural in nature.
3. Necessary road extensions around the regional park and connections to Douglas and Sierra College will transverse the subject properties.
4. The subject properties are located in the Southeast Placer Sewer Assessment District, which does not include lands north of Douglas Boulevard.
5. The subject properties are located in the Eureka School District, whereas developed and unplanned lands to the northwest are located in the Roseville Elementary School District.
6. Most public facilities are planned to be located in the subject area and the provision of such facilities is an element of the specific plan.
7. The City Council has taken preliminary action to allocate certain amounts of land use specifically for the subject area.

8. The only other unplanned portion of the Development area exists north of Douglas. Because of major roadway improvements needed, land use there will be primarily commercial, business/professional and high-density residential. Decisions on the Southeast Roseville Specific Plan affecting this area to the north relate primarily to circulation patterns and connections.



SECTION II - LAND USE DEVELOPMENT PLAN

Objectives and Summary Description

The Southeast Roseville Area is envisioned as a series of residential neighborhoods served by supporting shopping centers, schools, parks and other necessary public facilities and an employment center consisting primarily of business/ professional and similar uses. Table 1 herein is a summary of amounts and types of recommended land uses. The current ownership and allocation of land use by parcel is illustrated in Exhibit A-2.

The dwelling units (du) assigned each parcel control number as shown on Exhibit A-1, Exhibit A-2 and in Table 1 are the controlling land use data for each residential parcel. The residential designators, R-4, R-10, R-16, etc., are a carry over from the initial preliminary draft specific plan submitted in 1984 and now have no factual bearing on densities for each parcel; they are carried over in Table 1 as a matter of convenience to reference back to the maps that were in the initial 1984 draft plan. The actual dwelling units (du) for each parcel shown on the initial draft plan maps and on the 1985 adopted plan maps are the same; however, the acreages for the various residential parcels have changed slightly from the 1984 plan due to accurate legal descriptions being prepared for adoption of zoning as reflected on the 1985 plan maps. The total overall dwelling units (3,798) and total overall acreage (637.9 acres) have not changed since the initial draft plan.

Residential Land Uses

Southeast Roseville is designated for a wide variety of housing types. Roughly 20 percent of the total units fall within the low/moderate density residential category. This includes single family homes, duplexes and related housing types at average densities ranging from four units per acre to eight units per acre. Approximately 54 percent of the total units fall within the moderate density multiple family category, which will include garden apartments and townhouse units that average 10 to 15 units per acre. Twenty-six (26) percent of the units will be high density multi-family units at 16 to 22 units per acre, including apartments and condominiums.

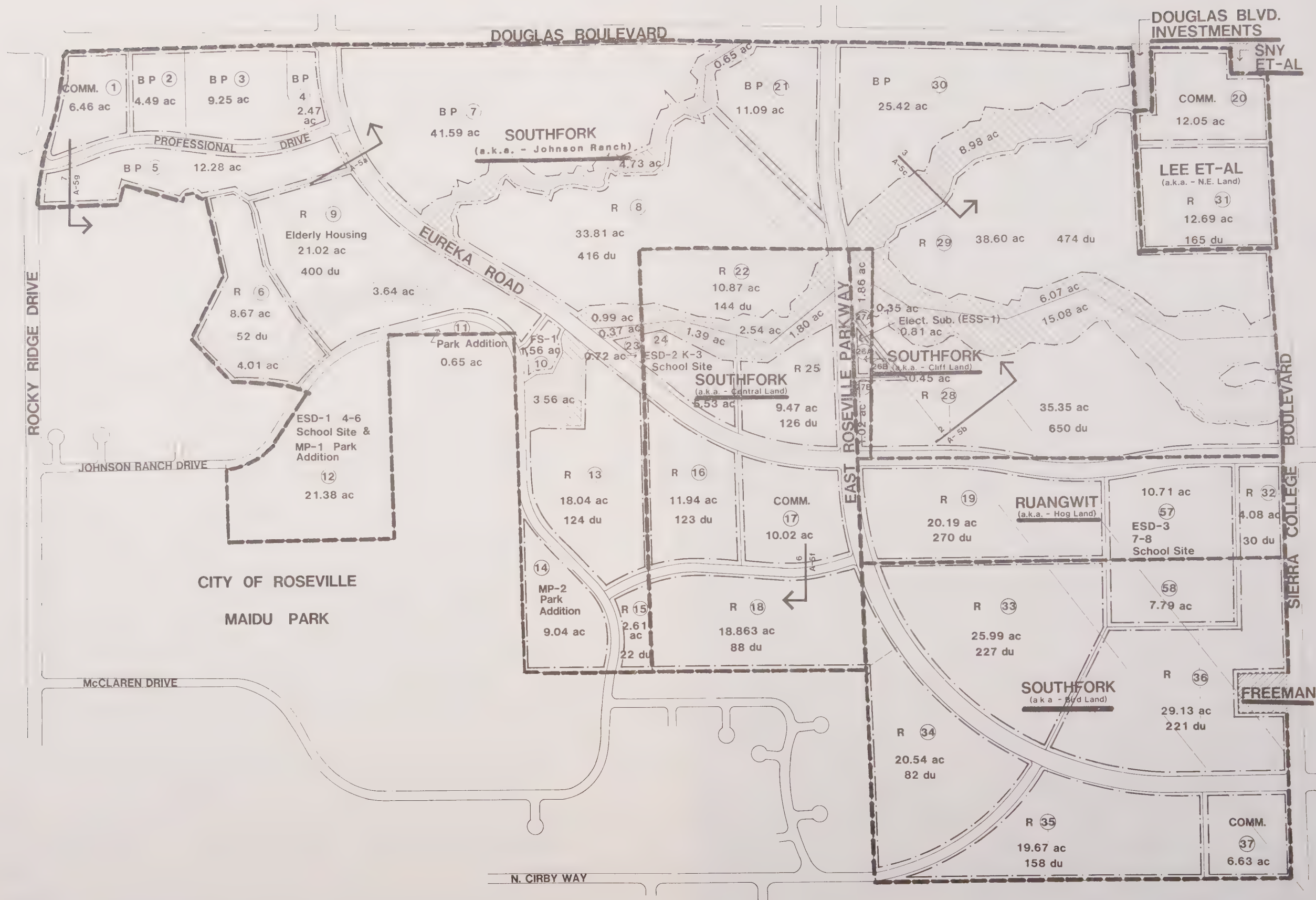
Single Family Development

It is anticipated that approximately 20 percent, or some 777 housing units in the low density residential category,

TABLE 1

SOUTHEAST ROSEVILLE SPECIFIC PLAN
LAND USE AND ACREAGE SUMMARY BY LAND OWNERSHIP

| LAND USE | BIRD LAND | | HOG LAND | | CLIFF LAND | | CENTRAL LAND | | NORTHEAST LAND | | SOUTHFORK LAND | | CITY LAND | | TOTAL | |
|--|-----------|------|----------|------|------------|------|--------------|------|----------------|------|----------------|------|-----------|------|---------|-------|
| | ACRES | UNIT | ACRES | UNIT | ACRES | UNIT | ACRES | UNIT | ACRES | UNIT | ACRES | UNIT | ACRES | UNIT | ACRES | UNITS |
| Road rights-of-way | 9.566 | - | 4.722 | - | 0.098 | - | 9.097 | - | 0.378 | - | 20.303 | - | 0.499 | - | 44.663 | - |
| Floodway/Open Space | - | - | - | - | 1.186 | - | 5.740 | - | - | - | 48.092 | - | - | - | 55.003 | - |
| Park Sites | - | - | - | - | - | - | - | - | - | - | 23.076 | - | - | - | 23.076 | - |
| School Sites | 7.792 | - | 10.709 | - | - | - | 5.529 | - | - | - | 8.722 | - | - | - | 32.752 | - |
| FS Site and ES Site | - | - | - | - | 0.810 | - | - | - | - | - | 2.013 | - | - | - | 2.563 | - |
| Business/Professional Sites | - | - | - | - | - | - | - | - | - | - | 106.599 | - | - | - | 106.599 | - |
| Commercial Sites | 6.635 | - | - | - | - | - | 10.022 | - | 12.048 | - | 1.000 | - | - | - | 29.705 | - |
| <u>RESIDENTIAL DESIGNATION/ (PARCEL CONTROL NUMBERS)</u> | | | | | | | | | | | | | | | | |
| <u>R-4</u> (6), (15), (18), (34) | 20.538 | 82 | - | - | - | - | 18.863 | 88 | - | - | 11.281 | 74 | - | - | 50.682 | 244 |
| <u>R-7</u> (13), (32), (36) | 29.128 | 221 | 4.080 | 30 | - | - | - | - | - | - | 16.039 | 124 | - | - | 51.247 | 375 |
| <u>R-6</u> (35) | 19.672 | 158 | - | - | - | - | - | - | - | - | - | - | - | - | 19.672 | 158 |
| <u>R-10</u> (16) | - | - | - | - | - | - | 11.938 | 123 | - | - | - | - | - | - | 14.112 | 123 |
| <u>R-12</u> (29), (33) | 25.990 | 227 | - | - | - | - | - | - | - | - | 38.595 | 74 | - | - | 64.585 | 701 |
| <u>R-13</u> (28), (59) | - | - | 0.299 | 0 | - | - | - | - | - | - | 35.350 | 650 | - | - | 36.112 | 650 |
| <u>R-14</u> (25) | - | - | - | - | - | - | 9.476 | 126 | - | - | - | - | - | - | 9.476 | 126 |
| <u>R-15</u> (19), (31) | - | - | 20.190 | 270 | - | - | - | - | 12.691 | 165 | - | - | - | - | 32.881 | 435 |
| <u>R-16</u> (8), (22), (27A), (27B) | - | - | - | - | 1.364 | 23 | 10.876 | 144 | - | - | 33.812 | 416 | - | - | 44.688 | 583 |
| <u>R-22 (Elderly)</u> (9) | - | - | - | - | - | - | - | - | - | - | 21.022 | 400 | 0.130 | 3 | 21.152 | 403 |
| TOTAL ACREAGE/UNITS | 119.321 | 688 | 40.000 | 300 | 3.458 | 23 | 81.541 | 481 | 25.117 | 165 | 37.904 | 2134 | 0.629 | 3 | 637.970 | 3,795 |



LAND OWNERSHIP PLAN
EXHIBIT "A-2"

August 1, 1984



SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

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URBAN PLANNING • DESIGN • ECONOMICS



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will be within single family detached subdivisions with duplexes on corner lots and in half-plex subdivisions. In order to provide a high standard of living environment within Southeast Roseville neighborhoods, the following development criteria are set forth:

1. Lot configurations will accomodate features such as zero lot line subdivisions, clustering and other characteristics which maximize land use efficiency.
2. Subdivisions will be designed as "neighborhood clusters" with distinct boundaries defined by open space corridors, and landscaped buffers including walls where appropriate.
3. The circulation system within the neighborhood clusters will emphasize an internal circulation network for both pedestrians and vehicles, and will minimize through traffic.
4. Single family lots should be oriented so that they maximize the potential for energy conservation wherever feasible, and will be designed to meet state and local energy requirements.

Townhouse and Related Development

The remaining 54 percent, or 2,035 units, within the low to moderate density residential category are allocated to multifamily townhouses and similar development such as cluster and row housing. This type of housing can be expected to provide a viable lifestyle alternative for people not wishing or able to afford conventional homes. A housing development of this type generally has more space devoted to individual structures, but is more compact overall than the traditional subdivision development, therefore, a careful consideration should be given to location and design as it affects adjoining properties.

It is recommended that townhouses and related developments in the low density residential area be located wherever possible along major arterial and collector streets, or adjacent to apartments or commercial/office complexes. In some cases "problem parcels" of unusual configuration would also be appropriate for townhouse uses. The following are additional development criteria:

1. Townhouse developments should be designed to conform with major arterial and collector street patterns.

2. Townhouse developments should be compatible with and not adversely affect the existing or proposed developments on surrounding parcels.

Apartment Development

Roughly 26 percent or 986 units, of all housing units assigned to Southeast Roseville fall within the moderate/high density multiple family classification. The housing units would typically be in the form of conventional and garden apartments, however, some townhouse type developments could be expected. The multiple family uses are intentionally clustered near employment centers and shopping, and fronting specific major arterial and collector streets.

The elderly housing land use designation, in particular, is sited to take advantage of nearby shopping and the potential for access to public transportation. As individual projects are reviewed, the extent of expansion or contraction of the moderate/high density multiple family area will be carefully evaluated so that the cumulative effect of the project upon the amount of designated land for this type of use is in keeping with the overall policies of the plan.

1. Apartment developments should be compatible with proposed development on surrounding parcels.
2. Multiple family developments should require 1 1/2 parking spaces per unit.
3. Apartment developments in the specific plan that are to be constructed for the use of senior citizens should yield an aggregate of no fewer than 400 units, as per Section 2.D of the Development Agreement by and between the City of Roseville and the Southfork Partnership.

Non-Residential Land Uses

Business-Professional Land Uses

The land adjacent to Douglas Boulevard is suitable for development of business/professional office uses, and retail commercial uses. The business/professional use is intended to provide space for corporate and regional headquarters, professional services, service centers (such as computer billing services) and similar business activities. The business/professional uses will provide a second employment center for the City of Roseville and will provide employment opportunities for a diverse range of

professional, managerial, service, communications and clerical workers. The diverse range of residential unit types included in the specific plan area is intended to contribute to a balance of jobs and housing on the east side of Interstate 80.

The business/professional development is envisioned as welllandscaped clusters of low-rise office buildings of two or three stories in height, built-over subterranean parking, in some cases. The architecture will be distinctive to provide the image quality desired by corporate and professional users, but will not be obtrusive. The building setback from Douglas Boulevard will vary within minimum and maximum guidelines to enhance the aesthetic impact of the buildings and to maintain visual interest along the boulevard. Driveway access to Douglas Boulevard will be limited in order to maintain the visual continuity of the frontage landscaping and to minimize traffic conflicts.

The open space corridors that provide natural drainage through the specific plan area will be incorporated in the site plan of the business/professional uses located adjacent to them. These corridors will be visual elements of the business/professional developments and will provide space for landscaped rest areas, jogging trails and par courses, and pedestrian walkways in addition to the primary function of providing site drainage.

The following development guidelines are appropriate for business/professional development:

1. All buildings, structures, paved areas and building materials, color schemes, and landscape elements shall be designed and constructed so as to create a desirable environment for the intended use and relate harmoniously to other buildings and to adjacent residential communities.
2. Landscaped buffers shall be provided as described in the Landscape Element in this specific plan.
3. The maximum building height shall be 35 feet; however, if a mechanical penthouse is provided, an additional ten feet shall be allowed to accommodate the mechanical penthouse.

Commercial Land Use

The commercial uses within the specific plan are intended to be neighborhood or specialty retail and service centers

oriented to the area residents. As such, the tenants would include grocery stores, drug stores, specialty shops, convenience stores, personal services (e.g. barber, cleaners, shoe repair), and leisure services (e.g. restaurants, health clubs).

The following development guidelines are appropriate for commercial development:

1. The uses permitted in the commercial areas shall be retail and service activities generally for the patronage of the employees and residents of the area. Commercial activities that are essentially recreational may be oriented to additional patronage of residents from a larger geographical area.
2. All buildings, structures, paved areas and building materials, color schemes and landscape elements shall be designed and constructed so as to create a desirable environment for the intended use and relate harmoniously to other buildings and to adjacent residential communities.
3. Pedestrian and bicycle access from nearby residential areas will be provided to commercial sites in such a manner that direct conflict with vehicular traffic, including traffic within parking areas, is avoided.
4. Commercial sites that abut open space areas will incorporate the open space into the site plan as a visual element and will provide direct access for pedestrians and bicyclists where trails are included in the open space plan.
5. Commercial sites that abut residential properties will provide a landscaped buffer of not less than 10 feet in width.
6. Landscaped buffers shall be provided as described in the Landscape Element in this specific plan.

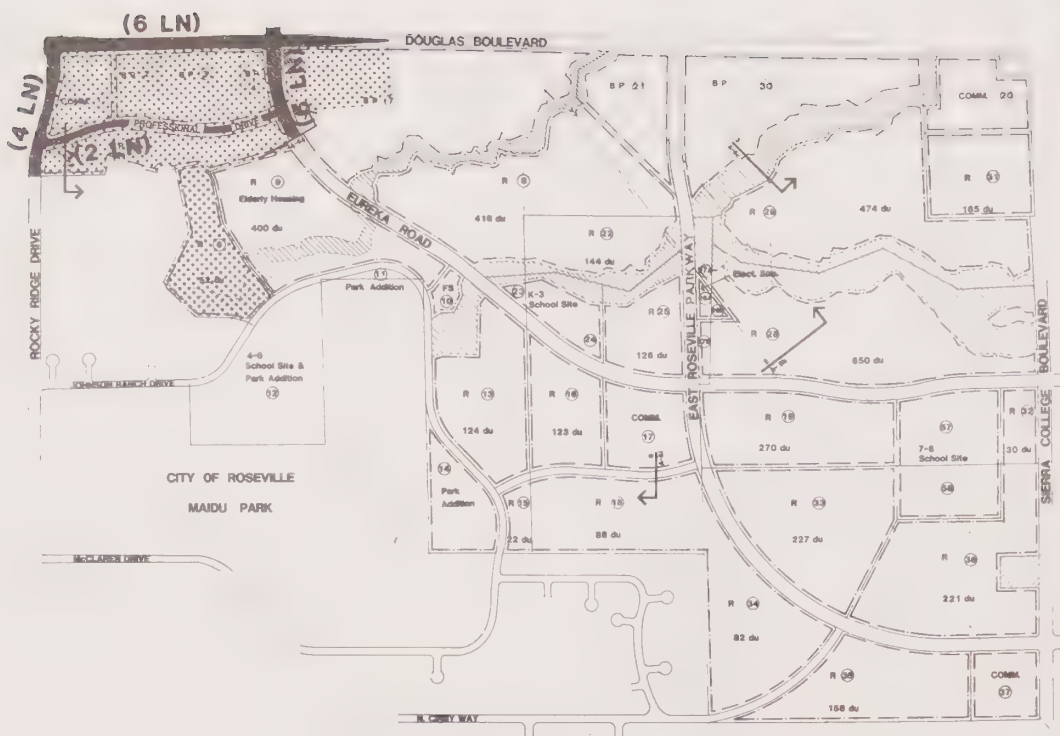
Land Development Phasing Plan

The specific plan is to be developed in discrete phases that delineate land uses and circulation and other public facility improvements required by the Development Agreement. The phasing plan is illustrated in Exhibit A-3a and A-3b, and is described in the Development Agreement between the City of Roseville and the Southfork Partnership in Section 3.A.6 and 3.A.8. A property owner(s) cannot proceed with development until the owner(s) has entered into a development agreement with the City of Roseville.

PHASING PLAN

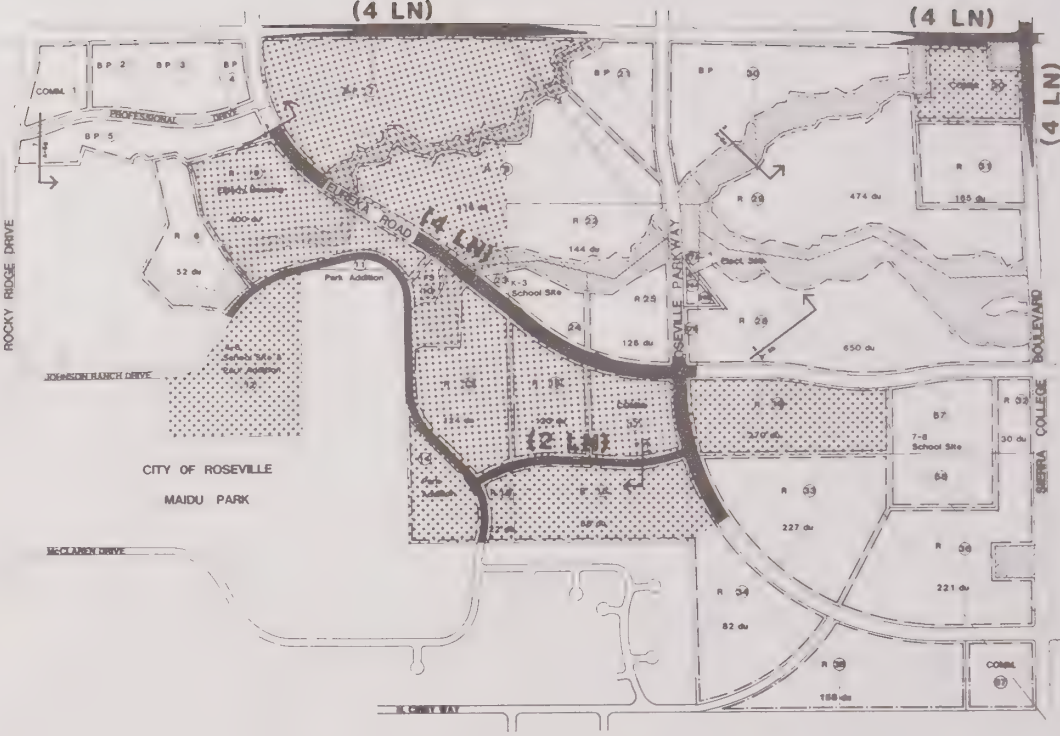
PHASE 1

| LAND USE | ACRES | UNITS |
|-------------------------|-------|-------|
| COMMERCIAL | 6.46 | --- |
| BUSINESS & PROFESSIONAL | 37.99 | --- |
| RESIDENTIAL | 8.67 | 52 |
| OPEN SPACE EASEMENT | 4.01 | --- |
| TOTAL | 57.13 | 52 |



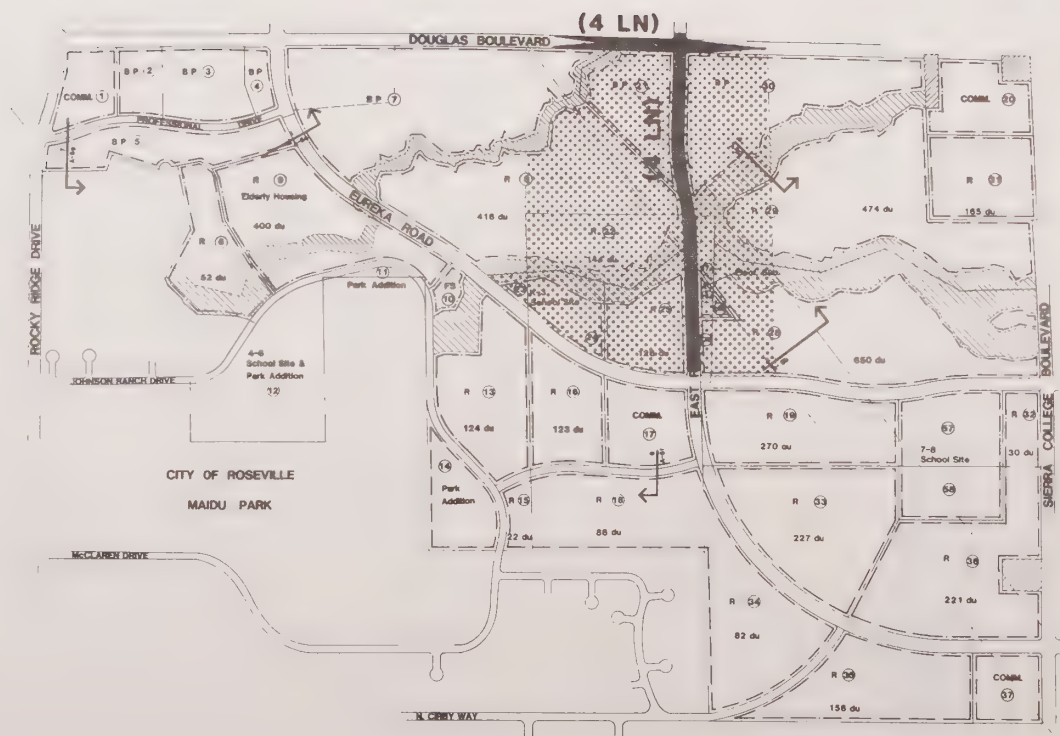
PHASE 2

| LAND USE | ACRES | UNITS |
|-------------------------|--------|-------|
| COMMERCIAL | 22.07 | --- |
| BUSINESS & PROFESSIONAL | 32.09 | --- |
| RESIDENTIAL ELDERLY | 21.02 | 400 |
| RESIDENTIAL | 90.00 | 841 |
| OPEN SPACE EASEMENTS | 12.92 | --- |
| PUBLIC FACILITY SITES: | | |
| SCHOOL(4-6) | 8.00 | --- |
| PARK ADDITION | 22.42 | --- |
| FIRE STATION | 1.56 | --- |
| TOTAL | 210.08 | 1241 |



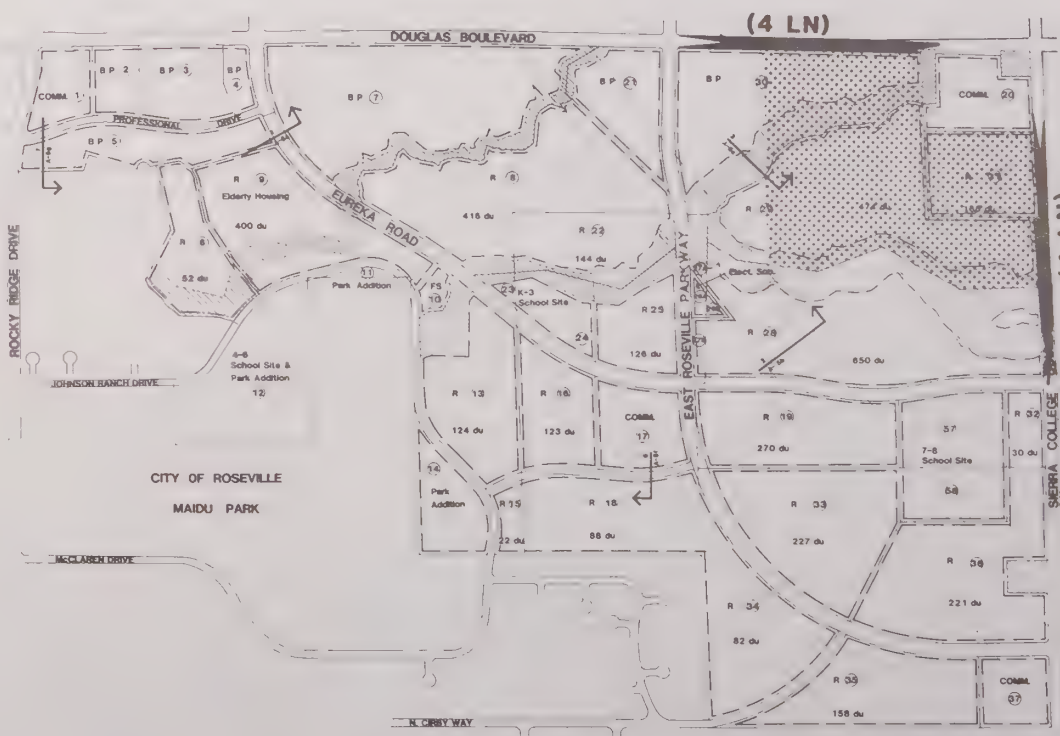
PHASE 3

| LAND USE | ACRES | UNITS |
|-------------------------|-------|-------|
| BUSINESS & PROFESSIONAL | 25.14 | --- |
| RESIDENTIAL | 50.04 | 717 |
| OPEN SPACE EASEMENTS | 14.73 | --- |
| PUBLIC FACILITY SITES: | | |
| SCHOOL(K-3) | 6.25 | --- |
| ELECTRICAL SUBSTATION | 1.26 | --- |
| TOTAL | 97.42 | 717 |



PHASE 4

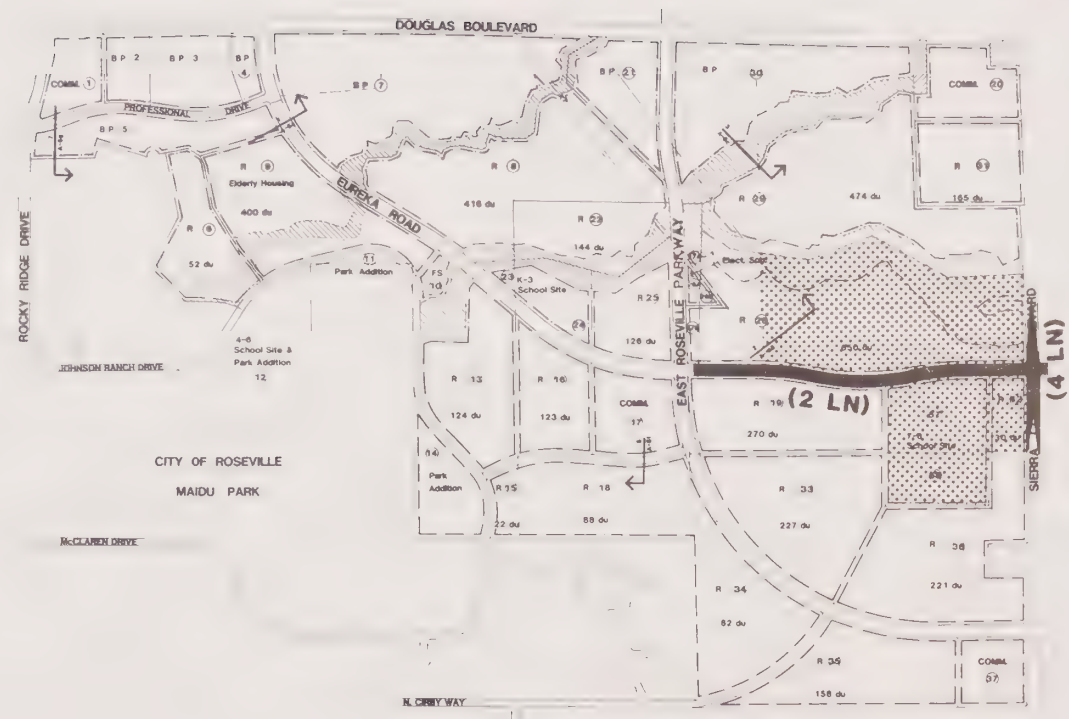
| LAND USE | ACRES | UNITS |
|-------------------------|-------|-------|
| BUSINESS & PROFESSIONAL | 11.37 | --- |
| RESIDENTIAL | 47.59 | 555 |
| OPEN SPACE EASEMENTS | 10.08 | --- |
| TOTAL | 69.04 | 555 |



PHASING PLAN

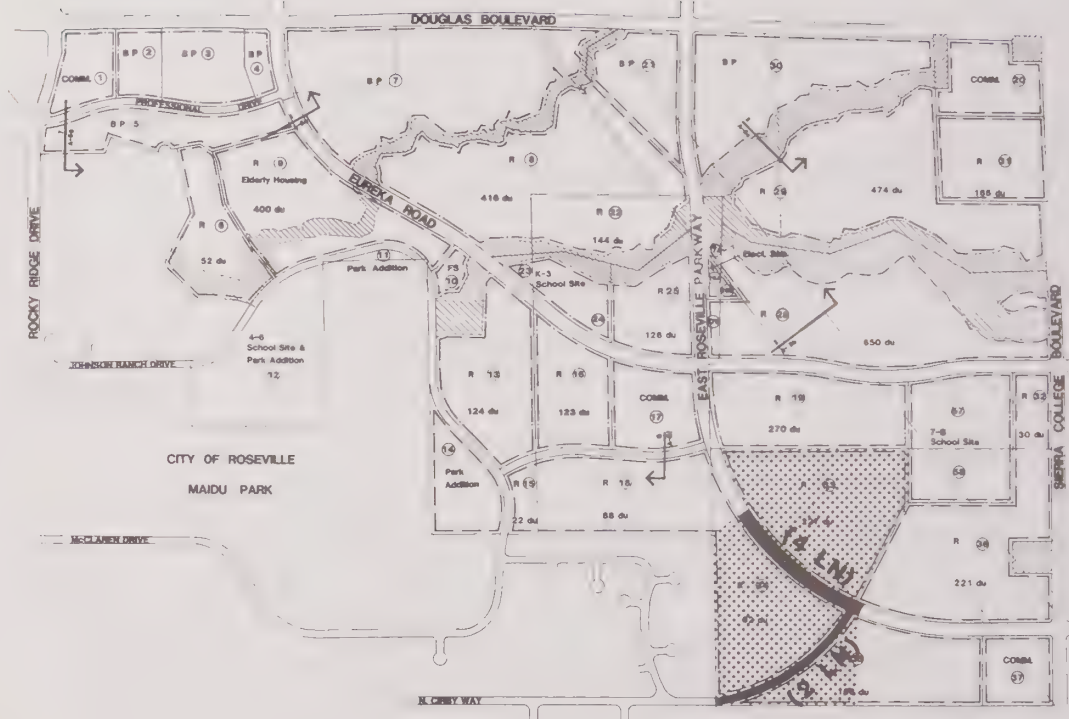
PHASE 5

| LAND USE | ACRES | UNITS |
|--|-------|-------|
| RESIDENTIAL | 31.44 | 550 |
| OPEN SPACE EASEMENTS | 13.28 | --- |
| PUBLIC FACILITY SITES: SCHOOL(7-8) | 18.50 | --- |
| TOTAL | 63.22 | 550 |



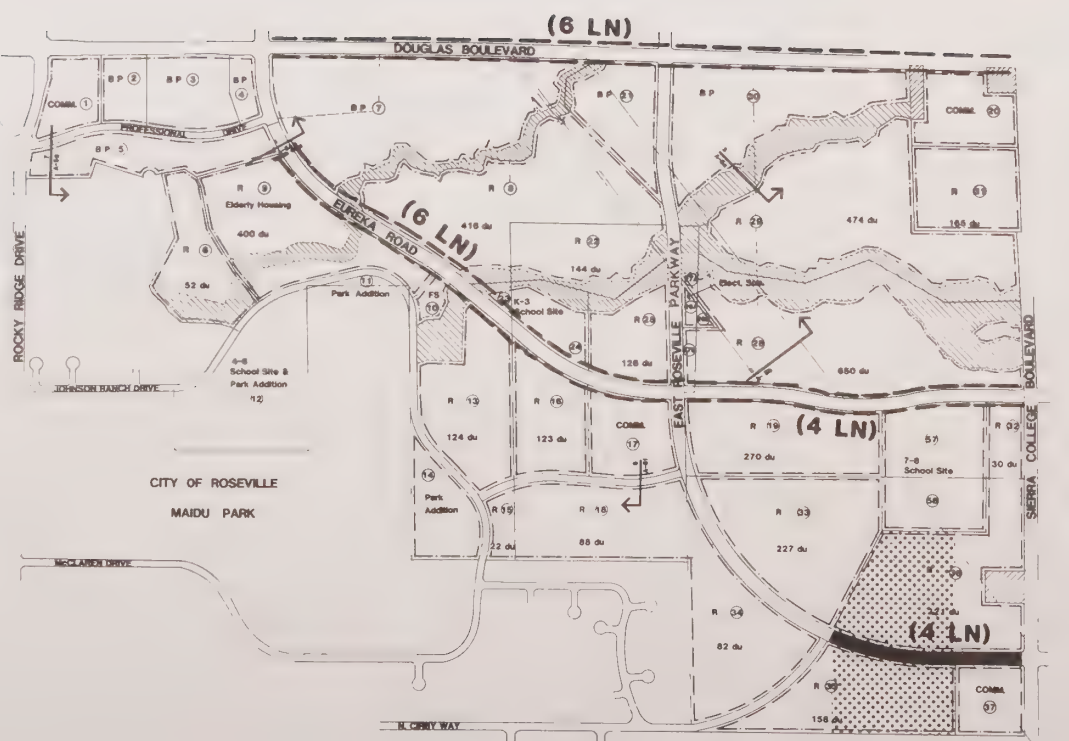
PHASE 6

| LAND USE | ACRES | UNITS |
|-------------|-------|-------|
| RESIDENTIAL | 52.02 | 399 |
| TOTAL | 52.02 | 399 |



PHASE 7

| LAND USE | ACRES | UNITS |
|-------------|-------|-------|
| RESIDENTIAL | 29.24 | 154 |
| TOTAL | 29.24 | 154 |



PHASE 8

| LAND USE | ACRES | UNITS |
|-------------|-------|-------|
| COMMERCIAL | 6.63 | --- |
| RESIDENTIAL | 12.88 | 130 |
| TOTAL | 19.51 | 130 |

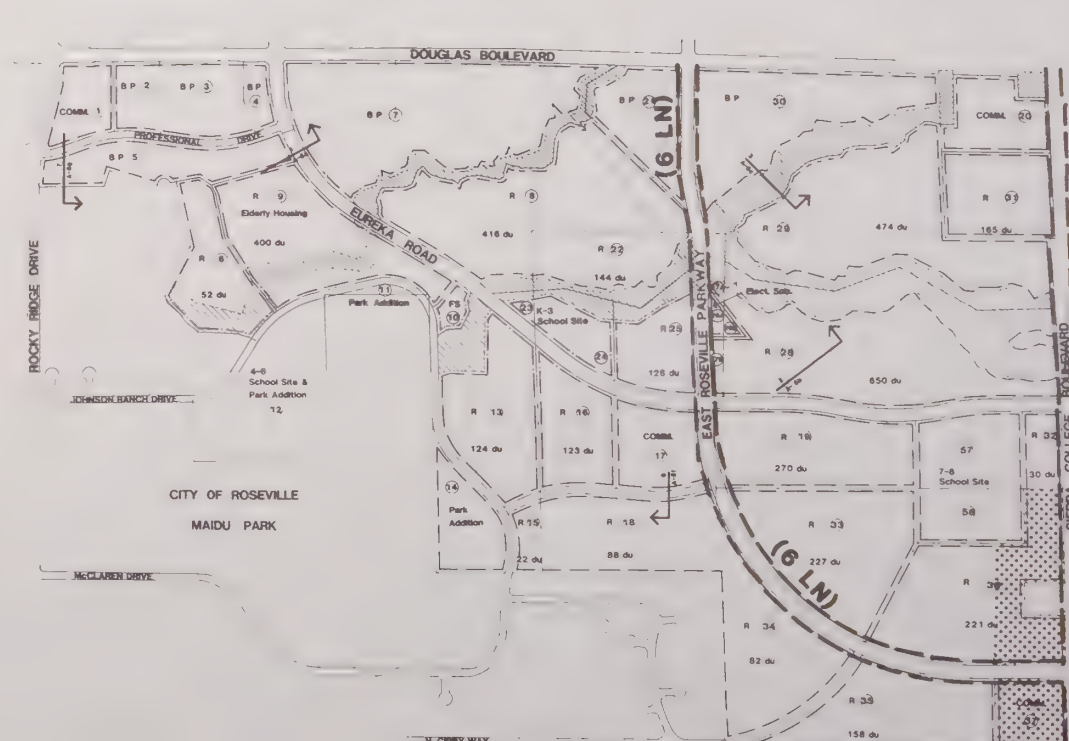


EXHIBIT "A-3b" SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

PREPARED BY: DAVID WADE & ASSOCIATES 1927 38th STREET • SACRAMENTO, CALIFORNIA 95818 TELEPHONE (916) 451-0286 URBAN PLANNING • DESIGN • ECONOMICS WILLIAMS+PADDON ARCHITECTS+PLANNERS INC 730 SUNSET AVE., SUITE 201 ROSEVILLE, CA 95678 (916) 786-8178 / 959-6891

Open Space and Recreation

Maidu Park will be expanded along the northern boundary to Johnson Ranch Drive and along the eastern boundary to McLaren Drive through land dedications totaling 23 acres, more or less, as per the Development Agreement between the City of Roseville and the Southfork Partnership, Section 2.B.1.

Open space corridors, consisting of the primary natural drainage ways through the specific plan area, will be retained in private ownership and incorporated in the site plan of adjacent land uses. These are to be improved and maintained by the property owners as pursuant to a covenant governing the use and maintenance of the corridors as stipulated in the Development Agreements. A total of 55 acres is designated as floodway/scenic corridor on the plan map.

Consistency with City of Roseville General Plan

When reviewing, judging and acting on the specific plan, consistency with adopted general plan policies must be maintained. The following is a list of adopted General Plan policies that most directly relate to the Southeast Roseville Specific Plan. For each policy listed is an analysis as to the degree of compliance of the specific plan with the adopted policy.

Growth Management Element

Policy No. 4: Growth must occur in a manner that makes efficient use of the land, but recognizes the need to preserve environmentally sensitive areas.

Consistency: From a density and intensity perspective, the plan is much more efficient than surrounding areas. Geologic constraints on the northerly portion of the plan necessitate either high-density residential uses or non-residential uses. Location next to a major arterial also dictates that lowdensity, single family residential should be located further to the south. Environmentally sensitive areas within the specific plan boundaries have been addressed by adding land to the Maidu Regional Park and designating all drainage and stream systems as open space.

Policy No. 5: Growth must provide a strong diversified economic base and a balance between new employment and affordable housing opportunities.

Consistency: The proposed high-density residential land use provides for more housing diversity in the East area where single family (82%) development predominates at this time. Proposed business/professional land use should be complementary to other employment-generating land uses and should provide diversity from high-technology/light industrial activities.

Land Use Element:

Policy No. 1: To provide sufficient residential land use at densities that will accomodate affordable housing in conjunction with anticipated employment, the allocation of an additional 12,000 dwelling units, city-wide, shall be at an average density of not less than 6 dwelling units per acre or not to exceed a maximum of an additional 2,000 acres of residential land use.

Policy No. 2: In order to provide the basic commercial goods and services for an ultimate population of 92,000, a maximum of 2,000 acres shall be allocated for commercial/business office land use.

Policy No. 2-a.: Establish a separate land use category for business and professional office land use, and establish a profile of the type and intensity of uses to be permitted.

Consistency: The proposed specific plan will not, on a city-wide, cumulative basis, allow for the limits established in these general plan policies to be exceeded.

Policy No. 4: The allocation of land use shall not occur unless public facility needs have been thoroughly calculated and the mechanism for implementation of such facilities has been determined. However, the City may grant land use to a property owner or owners if it is determined to be the public interest and if such land use commitment is contingent upon the property owners guaranteeing to provide a fair and equitable share of public facilities costs that is yet to be determined.

Consistency: Land for public facilities and implementation of public facilities is included in the specific plan and associated development agreements, which, upon adoption by the City of Roseville constitute provision of a "fair and equitable share of public facilities costs".

Policy No. 5: The method of guaranteeing land use in return for some public improvement shall be done by either formal development agreement at the time land use is adopted, as part of the adoption of a specific plan, or as conditional action on adopting land use that requires a formal development agreement prior to adoption of zoning.

Consistency: This current process incorporates both specific plan and development agreement concepts.

Policy No. 6: Urban land use on the Mehrten formations shall be limited to non-residential activities or high-density residential where normal landscaping amenities can be provided.

Consistency: The specific plan has located non-residential uses and higher-density residential uses on the Mehrten formations.

Policy No. 7: The City should include as part of the land use plan, designated vernal pool sites, or portions of

sites that coincide with designated sites (numbers 28, 31, 34, 35, 38 and 40, as shown on the exhibit map, Vernal Pool Resources, Inventory and Evaluation, City of Roseville, prepared by Western Ecological Services Company, August 31, 1982, on file in the Roseville Planning Department).

Consistency: Only designated site number 40 is located in the specific plan area, and the portion that is most feasible to preserve would be located in the utility corridor between Douglas Boulevard and proposed East Roseville Parkway. However, the preservation of vernal pools in any of the designated areas is a discretionary decision based on potential success of maintaining such sites.

Policy No. 9: Preliminary allocation of additional residential units, according to development area, shall be as follows:

| | |
|--------------|-------------|
| North area | 5,000 units |
| West area | 500 units |
| Central area | 500 units |
| East area | 5,000 units |

One thousand units will be held in reserve for future density bonuses allocation.

Adjustments to this allocation scheme may occur when the Land Use Plan is considered and after review of the General Plan Environmental Impact Report.

Policy No. 10: Preliminary allocation of additional residential units by density average, according to development area, shall be as follows:

North area: Average of 10 dwelling units per acre; Minimum 3,000 units. Average of 15 dwelling units per acre; Minimum 2,000 units.

West area and Central area: Average of 6 dwelling units per acre; Maximum 1,000 units.

East area: Average of 3 dwelling units per acre; Maximum 1,000 units. Average of 10 dwelling units per acre; Minimum 2,000 units. Average of 15 dwelling units per acre; Minimum 2,000 units. 1,000 units will be held in reserve for future density bonuses allocation city-wide.

Policy No. 11: For the purposes of allocating residential land use, total allowable dwelling units shall not exceed 34,700 or 12,000 above the current adopted Land Use Plan (1977).

Consistency: The specific plan is consistent with the allocation amounts referenced in Policies 9, 10 and 11.

Policy No. 13: Residential land use in the density range 0-5 dwelling units per acre shall be located in accordance with the following general criteria:

1. not adjacent to heavy industrial uses;
2. not adjacent to intensive commercial development unless appropriately buffered;
3. not adjacent to freeways or railroads;
4. not adjacent to arterial roadway unless appropriate noise attenuation can be implemented.

Consistency: The specific plan follows the criteria of this policy with one exception: one 20+ acre parcel that is located adjacent to East Roseville Parkway. However, the policy allows for such location if sound attenuation is referenced when development occurs. The Parkway will include a 50 foot wide landscaped corridor that includes a sound attenuation wall as per the landscape design guidelines.

Policy No. 14: Residential land use in the density range of 6-9 dwelling units per acre shall be located in accordance with the following general criteria:

1. adjacent to or as part of a low-density mixed development if in a predominately undeveloped area;
2. not in a predominately established single-family residential area unless as an infill project adjacent to a major arterial roadway;
3. adjacent to higher-density developments, serving as a transition from lower-density projects;
4. not adjacent to arterial roadways unless appropriate noise attenuation can be implemented;
5. adjacent to non-residential uses serving as a buffer for single-family development providing sufficient buffers are provided adjacent to the non-residential uses.

Consistency: The specific plan incorporates densities referenced in this policy, primarily as transition and buffer areas between lower-density residential and more

dense and intense land uses. The specific plan is consistent with this policy with the noted qualification that there are several properties that will have to incorporate sound attenuation measures.

Policy No. 15: Residential land use in the density range of 10+ dwelling units per acre shall be located in accordance with the following general criteria:

1. only along arterial roadways providing appropriate sound attenuation can be implemented:
2. adjacent to commercial areas, where possible:
3. adjacent to residential density range of 6-9 dwelling units per acre or as a part of a mixed development or specific plan that is preplanned:
4. not adjacent to single-family residential unless appropriate design controls are associated with the zoning.

Consistency: The specific plan is consistent with this policy with the notable exception that one multiple area is adjacent to a future single-family area. However, this multiple area has been designated as an elderly housing complex, which by its very nature, presents few compatibility conflicts.

Policy No. 16: Commercial land uses shall consist primarily of those activities that involve retail trade and services, and secondarily business professional office uses.

Consistency: Language in this specific plan document indicates that commercial uses will be of a retail and service nature. Except for service-related office uses, other business/professional activities will be located in those specifically designated for business/professional uses.

Policy No. 17: Commercial land uses shall be located in accordance with the following general criteria:

1. adjacent to arterial roadways, and, if possible, adjacent to intersections of arterial roadways or at the intersection of an arterial roadway and collector street:
2. commercial land uses located in predominately residential areas or in close proximity to residential areas shall consist primarily of retail activities:

3. commercial land use sites located in predominately residential areas shall be a minimum of 10 acres in size and shall, when possible, include a retail food market;
4. intensive commercial uses, serving other than local residential neighborhoods, shall be located in sites of over 10 acres where surrounding land use is predominately non-residential (except for high-density residential);
5. continuous commercial development along arterial roadway (where development does not currently exist) shall be prohibited unless such development is part of a specific development plan that coordinates use and design with adjacent properties; minimizes access to arterial roadways; and, maintains aesthetic standards of the Scenic Highway Element.

Consistency: The proposed specific plan maintains criteria in this policy except relating to desirable parcel size. It would be appropriate, and necessary, therefore, to modify the land use map to expand the commercial site to at least 10 acres. This has been accomplished on all commercial sites other than a 6.63 acre site located on the southwest corner of the intersection of East Roseville Parkway and Sierra College Boulevard, and the 6.46 acre site located at the southeast corner of the intersection of Rocky Ridge Drive and Douglas Boulevard.

Policy No. 23: A land use category shall be created for designating areas as open space where development cannot or shall not occur because of physical, cultural or historical qualities. Use of such property may be public or private.

Consistency: The only open space use not indicated on the land use plan relates to vernal pool site No. 40. A determination will have to be made whether to preserve a portion of the area or allow urban development.

SECTION III - HOUSING ELEMENT

Objectives

The purpose of establishing an affordable housing goal for the southeast area is to insure the specific plan is in compliance with the City's Housing Element by identifying the number of affordable units by income category the area needs to produce in order to help the City meet its overall housing needs. The recommended affordable housing goals represent the most reasonable and attainable goals for the area. These goals were selected after reviewing city-wide housing needs, proposed residential land use in the specific plan area and projected unit sale and rental rates.

Affordable Housing Goals:

1. 25%/204 units of all high density multi-family units will be affordable to very low, low and median income households. The 25% goal is broken into two parts:
 - a. 10%/82 high density multi-family units will be affordable to very low/low income households.
 - b. 15%/122 high density multi-family units will be affordable to median income households.
2. 75%/612 high density multi-family units will be affordable to moderate/above moderate income households.
3. 100%/2,966 low and moderate density units will be affordable to moderate/above moderate income households.

Consistency with the City of Roseville General Plan

Housing Element:

Policy No. 1: Roseville will work to accomodate the housing needs of its current and future residents by providing a range of purchase and rental units affordable to all income groups and to guarantee affordability over time through the adoption of policies and implementation of action plans listed in the Housing Element.

Consistency: The specific plan proposes a variety of residential densities which will provide a range of housing opportunities. The specific target of 82 units for very low/ low income households will be met by commitments specified in the development agreements, particularly Section 2.E in the Development Agreement between the City of Roseville and Southfork Partnership.

Policy No. 4:

- A. Provide adequate housing at affordable costs for existing and future residents from all income groups by establishing a minimum number of housing units needed each year, broken down by unit type and targeted to specific income groups.
- B. Encourage the production of high density multi-family units, both rental and purchase, to meet the needs of very low, low and moderate income groups.
- C. Establish a monitoring program to determine whether the City is making progress toward meeting its Housing Element goals.

Consistency: High-density residential has been proposed as a part of the specific plan as a mechanism that will facilitate affordable housing as defined in the Housing Element. This policy does not require a guarantee of affordable housing for all high-density projects. There must be a determination of need for this particular area and in a city-wide context. The provision of public facilities as a part of the specific plan may also be considered in whether or not affordable housing can be generated.

Policy No. 7: Encourage the construction of 3+ bedroom units in multi-family rental complexes to help meet the housing needs of the low-income large families.

Consistency: Specification of unit size and number of bedrooms need not be determined at the specific plan stage, but rather on a project-by-project basis. However, if a desired number of 3+ bedroom multi-family rental units can be quantified then it can be made a part of the specific plan.

Policy No. 14:

- A. Upon adoption of the Growth Management Plan and Circulation Element, the City will begin investigating the feasibility of reclassifying suitable sites to high-density residential land use.
- B. While surveying potential sites for rezoning to higher densities, staff will insure a mix of housing types and costs in order that one or more selected areas do not receive the vast majority of multi-family units.

Consistency: The proposed specific plan accomplishes the intent of both parts of this policy.

Policy No. 23:

- A. Encourage land holders to open their properties up to residential construction, particularly higher density, multi-family units.
- B. Allow the use of higher densities through Programs No. 1 and No. 2 listed in Table No. 5 on multi-family projects to encourage the production of affordable housing.

Consistency: The proposed specific plan accomplishes the intent of Part A of this policy. Specific programs referenced in Part B merely refer to increasing residential densities, which the specific plan does.

SECTION IV - CIRCULATION ELEMENT

Objectives and Summary Description

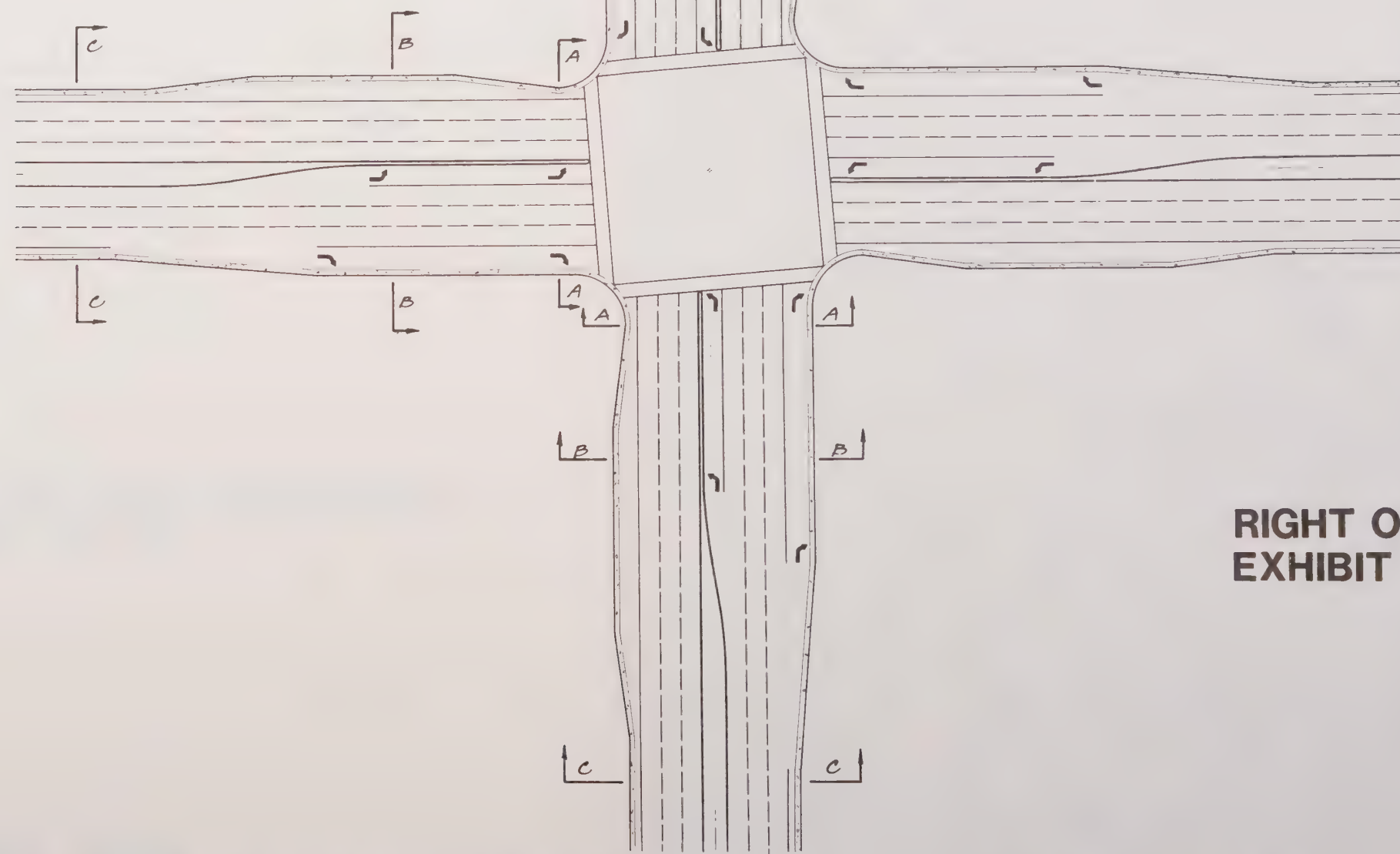
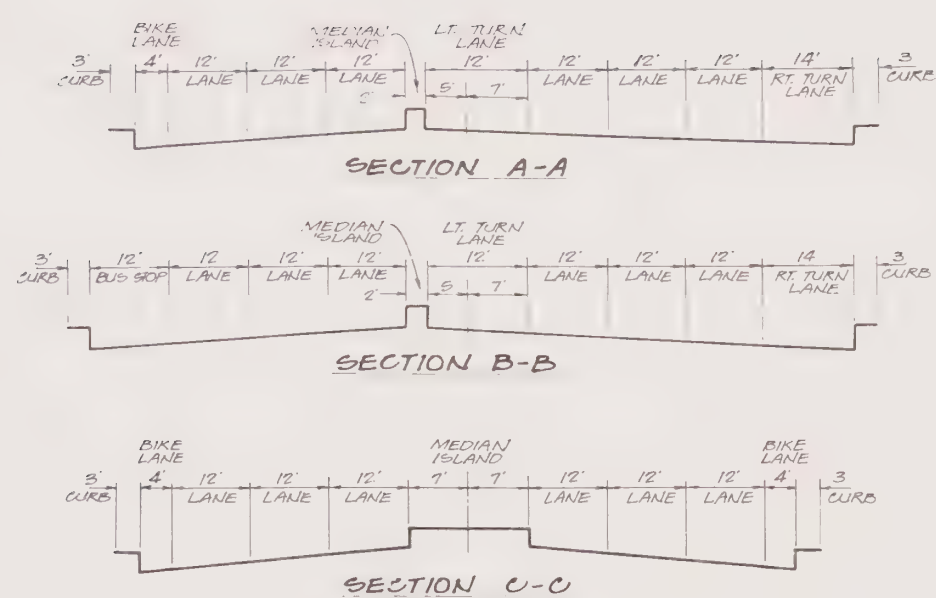
The Plan proposes a comprehensive circulation system that is designed to provide a balance of transportation options for safe and convenient movement of people throughout Southeast Roseville, improve circulation along Douglas Boulevard and will fully integrate the neighborhood circulation needs with the requirements of the City as a whole.

In particular, the circulation system as set forth in Exhibit A-1 will widen Douglas Boulevard to six lanes, and generate traffic patterns which will ultimately connect to the Harding overcrossing, the Atlantic interchange and the 65 Bypass Interchange without further burdening Douglas Boulevard.

The circulation system is one of the most important physical elements in a community and serves a variety of purposes. Streets form vehicular connecting links between neighborhoods, with freeways and to shopping areas. In addition, they provide routes for pedestrians, for public transit, for bicycles, and for the conveyance of goods and services.

Essentially, city streets can be classified into three broad categories based on their function. The local street is the narrowest of these, collector streets and major arterial streets being progressively wider to serve larger volumes of vehicular traffic. While local streets are by far the greatest in number and total length in a suburban area such as this, their importance is subordinated by the collector and major arterial street system, a clear definition of which is required at an early planning stage so that orderly development of Southeast Roseville can occur.

The location of major arterial and collector streets are shown graphically on the plan map. Right-of-way standards for these streets are shown in Exhibits A-4a, b, c, d and e and in the Landscape Design Guidelines of the Southeast Roseville Specific Plan. Sidewalk and Landscaping buffers adjacent to the paved streets are not incorporated within the right-of-way width, but are an integral part of the major arterial and collector street.

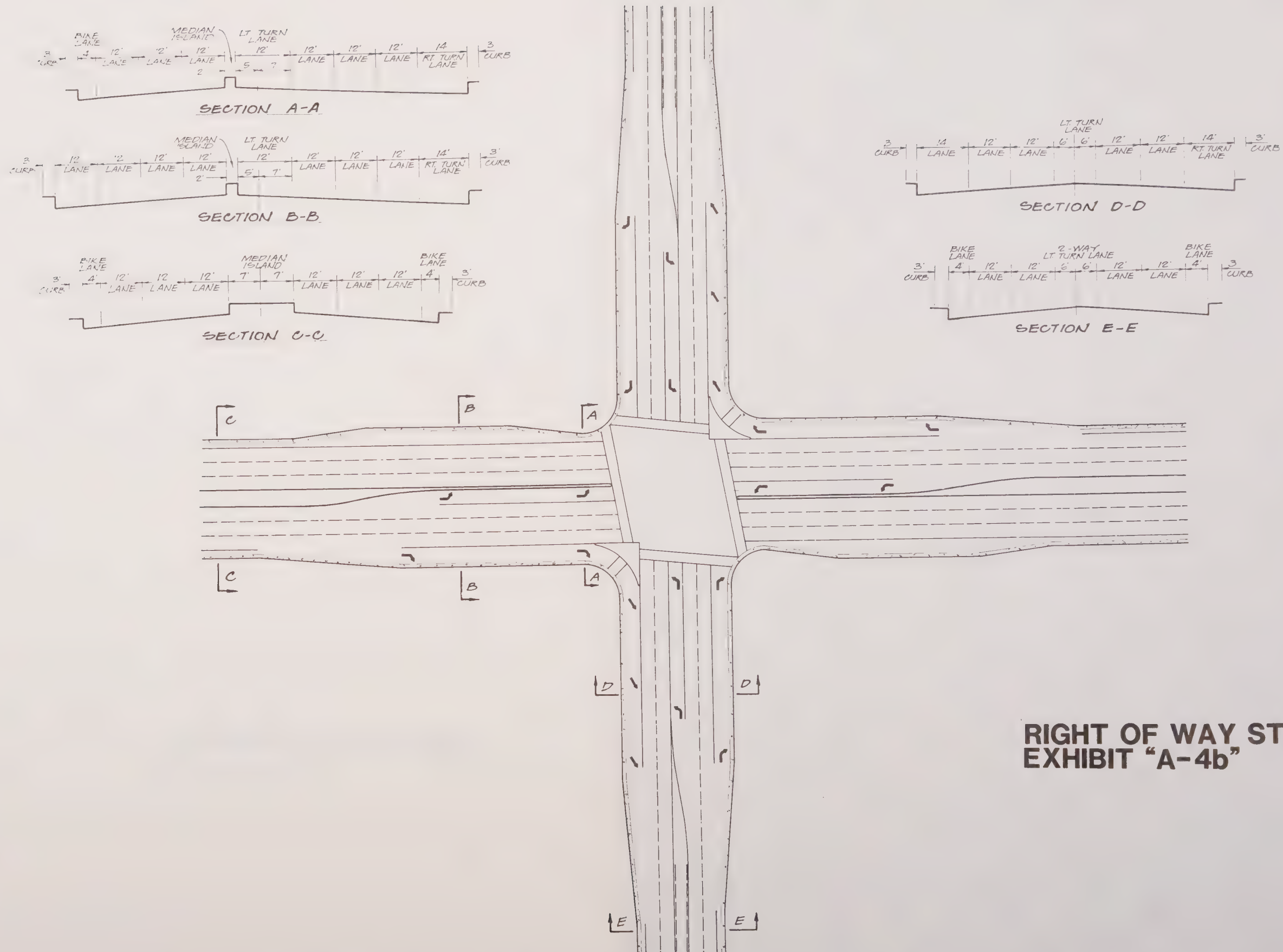


RIGHT OF WAY STANDARDS
EXHIBIT "A-4a"

SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

PREPARED BY:  MORTON & PITALO, INC.
CIVIL ENGINEERING
PLANNING SURVEYING

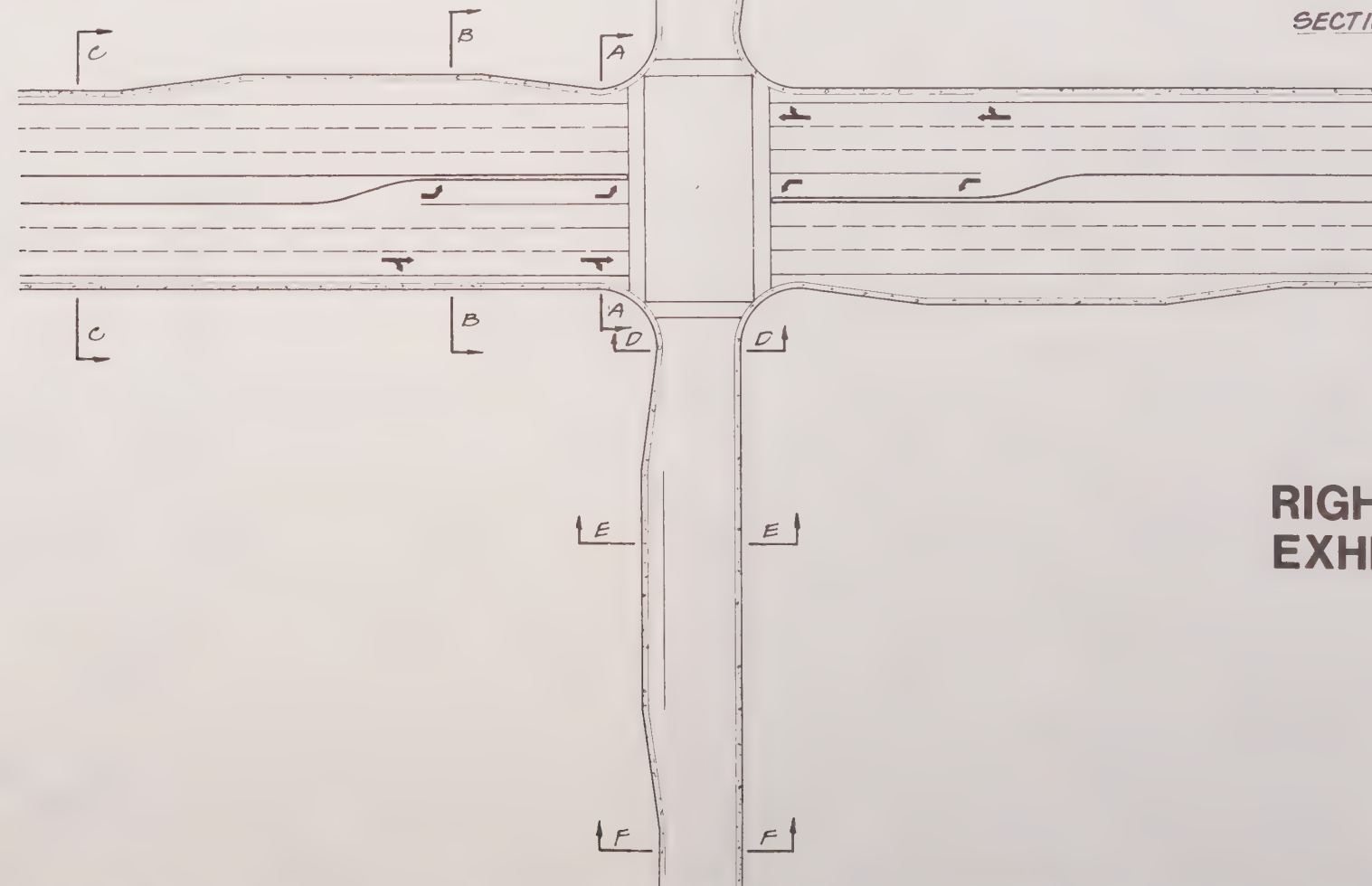
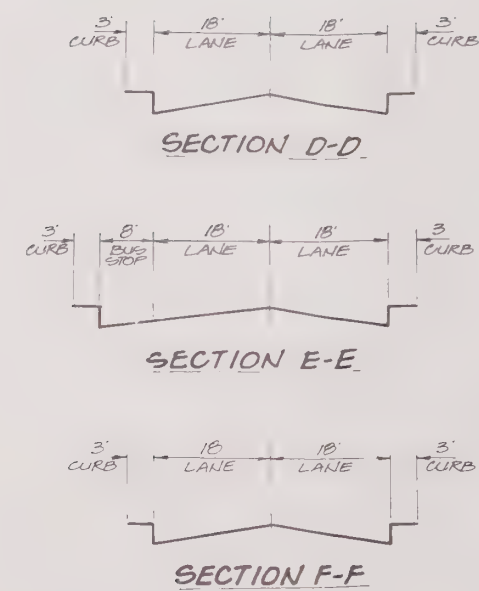
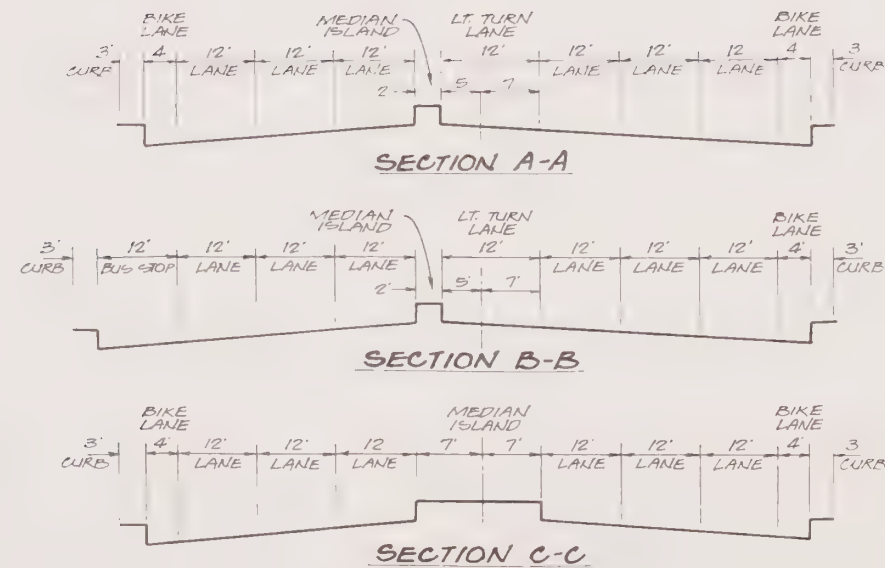


**RIGHT OF WAY STANDARDS
EXHIBIT "A-4b"**

SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

PREPARED BY:  **MORTON & PITALO, INC.**
CIVIL ENGINEERING
PLANNING SURVEYING

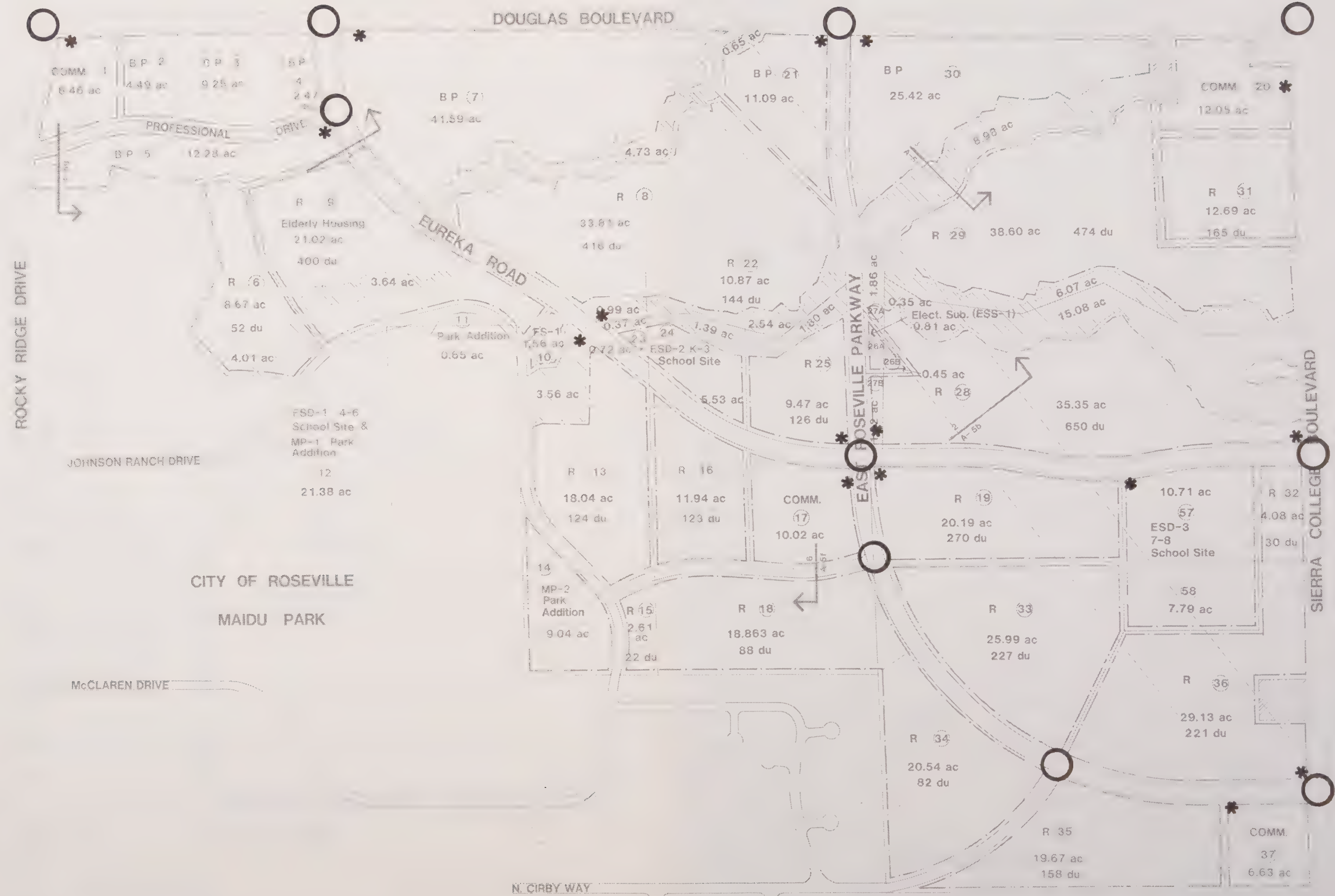


**RIGHT OF WAY STANDARDS
EXHIBIT "A-4c"**

SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

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PLANNING SURVEYING



TRAFFIC SIGNALS &
BUS TURNOUTS

EXHIBIT "A-4d"

* BUS TURNOUTS

○ TRAFFIC SIGNALS



SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

PREPARED BY:

DAVID WADE & ASSOCIATES
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TELEPHONE (916) 434-0288

WILLIAMS+PADDOX
ARCHITECTS+PLANNERS/INC.
730 SUMMIT DRIVE, SUITE 201
ROSEVILLE, CA 95678 • (916) 786-8178 • FAX 786-8971



RADIUS MAP

FOUR ROOF
OPTIONS AVAILABLE

ROOF STYLE SVG
(SHELTER VAULTED, GRAPHICS)



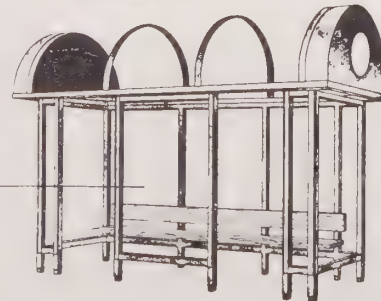
ROOF STYLE SDG
(SHELTER DOMED, GRAPHICS)



ROOF STYLE SFB
(SHELTER FLAT, BASIC)



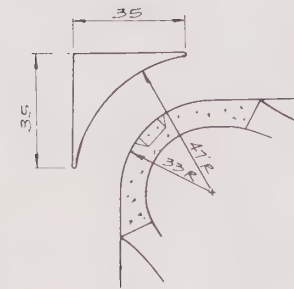
ROOF STYLE S
(SHELTER DOMED, STANDARD)



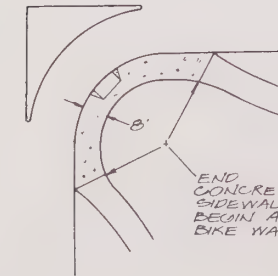
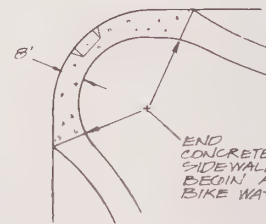
"W" - WINDSCREEN

BUS SHELTER BY
URBAN SYSTEMS
GRAND RAPIDS, MICH

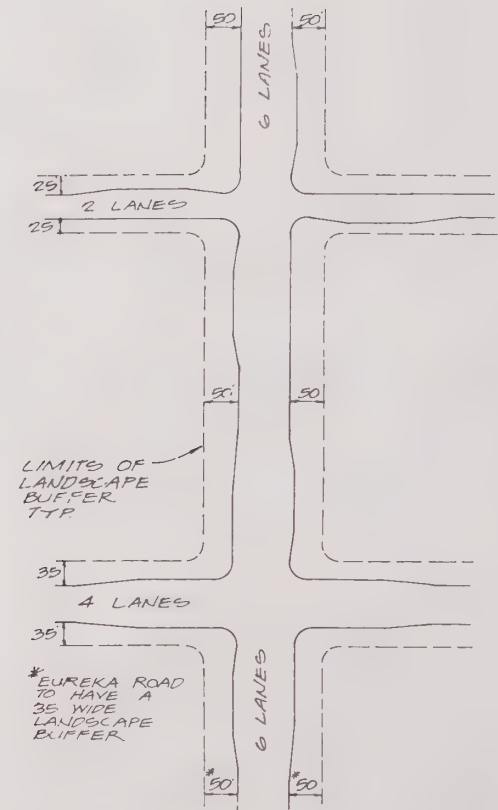
BUS SHELTER



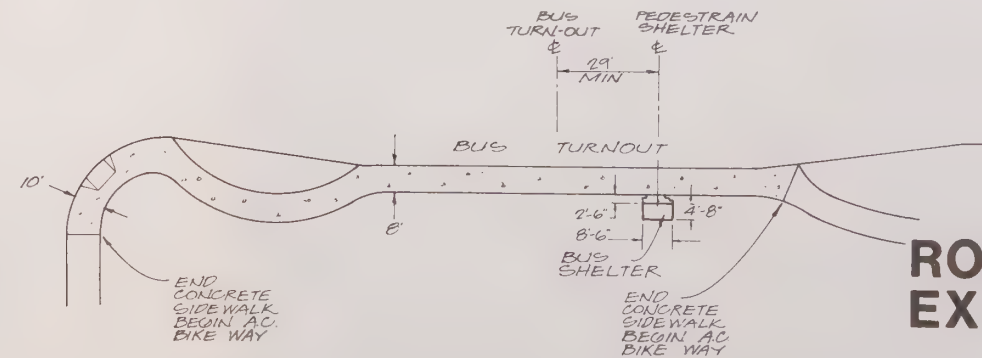
TURN RADIUS DETAIL



SIDEWALK DETAILS AT INTERSECTION



LANDSCAPE
BUFFER
DETAIL



BUS TURNOUT

ROAD IMPROVEMENT STANDARDS EXHIBIT "A-4e"

SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

PREPARED BY:  MORTON & PITALO, INC.
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PLANNING SURVEYING

Major Streets

The primary function of major arterial streets is to move large volumes of vehicles from residential areas from one part of a city to another and to freeways. Partially divided major streets will serve the area. Douglas Boulevard is planned as a six lane major street with a 100 foot nominal right-of-way. The north-south connector, to be known as the East Roseville Parkway, is recommended ultimately as a six lane major street with 100 foot nominal curb to curb rights-of-way. The major east-west connector is a westerly extension of Eureka Road to Douglas Boulevard. This will be a four-lane street with a 100 foot nominal right-of-way that provides the potential for future expansion to six lanes on a portion of the street west of the East Roseville Parkway.

Collector Streets

The main function of a collector street is to carry traffic from local residential streets to major arterial streets or freeways. These should have 54 foot nominal average right-ofway widths.

Specific alignments and widths of the collector streets other than those indicated on the specific plan map (Exhibit A-1) will be evaluated as specific development proposals in the plan area as submitted according to the following criteria:

1. Collector streets should not intersect with major arterial streets closer than 600 feet from an intersection formed by two arterial streets, or closer than 300 feet from a collector/arterial intersection.

Local Streets

The major purpose of local or residential streets is to provide access to property abutting them. Their most common location is within residential neighborhoods. Local streets are purposely not shown on the plan map in order to provide the land developer with design flexibility. At the time a tentative subdivision map is submitted for review by the City, local and other streets will be evaluated.

1. Local streets should be designed in a manner which harmonizes with the recommended collector and major street system; and in a manner which discourages through traffic.
2. Local streets should avoid intersecting major arterial streets.

3. Local streets should not intersect with collector streets closer than 150 feet from an intersection formed by a collector street and an arterial street.

Signalization

The major arterial streets within and adjacent to the specific plan area will require signalization of intersections designated on the plan map, Exhibit A-4d, as the area develops in accordance with the phasing plan specified in the plan in Exhibits A-3a and 3b.

Bus Turnouts

Bus turnouts will be provided at locations as indicated on the plan map, Exhibit A-4d to accomodate future bus service in the plan area. Exhibit A-4e illustrates the character of typical bus shelters intended to be located at the bus turnouts, and also illustrates the dimensions of a typical bus turnout and other road improvements within the plan area.

Bikeways

In the past several years, the bicycle has come into its own as not only a recreation vehicle in the area but as a mode of transportation by some users between relatively short distances to work or other non-recreational activities. Southeast Roseville provides a unique opportunity to enhance this mode of travel by incorporating bikeways in the landscape corridors. Man-made features such as open drainage ways also provide relatively unobstructed corridors along which bikeways can spread throughout most of this area without ever having to use the planned street system.

Off-street bikeways connecting centers of high activity are designed along all the major drainage ways and their branches. Improvement of these facilities primarily rests with the property owner or developer. Additional off-street bikeways not shown on the plan map are encouraged, particularly where these can link with the overall system. Opportunities for this are perhaps greatest within large land parcels utilizing the planned unit development concept. If the off-street bikeways are to be used by the general public, the policing problems must be resolved.

Professional Drive

Professional Drive is a local street designed to provide access to the business/professional uses that have frontage along the street. It connects Eureka Road and Rocky Ridge Drive but is not intended to serve as a throughway connector between these two arterials. In order to discourage through-traffic, a four-way stop intersection is located at about the mid-point of Professional Drive, as illustrated in Exhibit A-5.



SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA

PREPARED BY:

WILLIAM & PAXTON
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ROSEVILLE, CA 95747

Consistency with the City of Roseville General Plan

Growth Management Element

Policy No. 1: Potential population growth in Roseville must be based on the long-term carry capacities and limits of the roadway system, calculated by level of Service "C", sewer and water treatment facilities, and electrical utility service, as defined in the Circulation Element and the Public Services and Facilities Element.

Policy No. 2: For the purposes of land use allocation, the potential population of Roseville, based on infrastructure limits, must not exceed 92,000 people.

Consistency: The proposed plan is consistent in both respects: road systems and ultimate total traffic lanes will allow for maintenance of Level of Service "C" and the total number of residential units proposed will not, on a cumulative basis, exceed the population level of 92,000.

Policy No. 3: Growth and development must occur at a rate commensurate with the availability of desired facilities capacity and the attainment of desired level of service for public activities as defined in the Public Services and Facilities Element.

Policy No. 7: Because of common concerns and problems, growth and development must be viewed in a regional perspective by coordinating activities with adjacent jurisdictions.

Consistency: Build out capacity for the city is based on acceptable circulation limits and circulation limits have taken into account adopted land use in adjacent jurisdictions that affect the city's circulation system.

Circulation Element:

Policy No. 1: For the City of Roseville, the Level of Service "C" shall be used in determining the roadway capacities and intersection delays for all freeway, arterial and collector streets. For long-range development, Level of Service "C" need not be strictly maintained if other policies and action plans indicate that a lesser level of service may be acceptable on a short-term basis providing there are sufficient overriding considerations.

Consistency: As previously stated, the Southeast Roseville Specific Plan is consistent with this policy.

Policy No. 2: If an ultimate population of 92,000 is to be allowed in the City of Roseville, then the incremental growth of 22,000 to 27,000 additional people should be allocated in association with projected employment in both the northwest and eastern sectors of the city.

Consistency: As previously stated, the Southeast Roseville Specific Plan is consistent with this policy.

Policy No. 3: In order to meet the projected travel demands, major additional highway capacity (expressed as screenlines that are a composite of individual roadways within a corridor) that will be needed city-wide includes:

- Eight highway lanes east of I-80, running in an east/west direction, to supplement existing capacity on Douglas and Cirby;
- Twelve additional lanes across I-80;
- Six to eight lanes across the railroad tracks in the central area of Roseville;
- Major improvements in highway capacity between I-80/Riverside and subway undercrossing of the railroad;
- Eight to twelve lanes in a north/south direction to supplement existing highway lanes in the northwest of the city on the existing Route 65 corridor between Baseline and Blue Oaks;
- Six to eight lanes in an arc across the northern side of the city from Douglas/Rocky Ridge to Highway 65;
- Four additional highway lanes on the east side of the city in a north/south direction;
- An east/west arterial system in the northwest of the city.

Consistency: The portion of this policy that refers to the number of roadway lanes needed in the east area is being implemented as a part of the Southeast Roseville Specific Plan.

Policy No. 4: In order to meet projected travel demands in the eastern area of the city, the following improvements need to be implemented (see figures IV-1 and 2).

- Douglas to six lane arterial;
- Rocky Ridge to four lane arterial;
- Sierra College to four lane arterial;
- Possible need for improvements to Sunrise Avenue;
- Old Auburn Road as four lane arterial;
- New two lane roadway running north and/or west from Rocky Ridge/Douglas to connect across I-80 to north of the city.

Consistency: Proposed roadway improvements in the Southeast Roseville Specific Plan include the ultimate width of Douglas Boulevard as six lanes and Sierra College as four lanes. In addition, Eureka Road and East Roseville Parkway are aligned to allow them to serve as the extension of the road lanes needed to connect Douglas Boulevard across I-80 to north of the city.

Policy No. 7: Based on the amount, location and timing of future growth in Roseville, specific roadway improvements should be implemented as indicated in the Circulation Element.

Consistency: The widening of Douglas Boulevard adjacent to properties in the Southeast Roseville Specific Plan from two lanes to six lanes is to be completed between 1985 and 1995. The extension of Cirby Way to Sierra College is also planned to be implemented in this same time frame. If the specific plan area builds out by 1995, then all necessary road improvements would have been implemented incrementally. If development of the specific plan area does not occur prior to the need to complete these road improvements, then an assessment district process to implement such improvements would probably occur.

The specific improvements required to accomodate additional traffic generated by new growth is planned in relation to the development of land use in the specific plan. Exhibit A-3a and A-3b illustrate the phasing of required circulation improvements relative to the development of specific areas in the specific plan.

SECTION V - LANDSCAPE ELEMENT

Objectives

The general intent of the Landscaping Element is to establish a unifying design theme throughout the specific plan area. Ground covers with permanent automatic irrigation interspersed with tree plantings will tie together the individual elements throughout the area.

Landscape Corridor Along Public Right-Of-Way

Landscaped buffers consisting of a pedestrian and bicycle path, earth berms, trees and turf or other ground cover will be located along all public rights-of-way. The width of the buffer shall be measured from the back of the curb at the edge of the roadway. The width will vary according to the R.O.W. width as follows:

Table 2

Landscape Buffer Width

| <u>R.O.W.</u> | <u>LOCATION</u> | <u>BUFFER*</u> |
|---------------|--|----------------|
| 100' | Douglas Boulevard, Sierra College Boulevard, East Roseville Parkway | 50' |
| 100' | Eureka Road | 35' |
| 54' | Johnson Ranch Road, McLaren Drive, Park Road, Professional Drive | 25'** |

* Refer to Exhibit A-4e for buffer width detail.

** Pedestrian/bicycle path located on one side only.

The suggested treatment along the public right-of-way is illustrated in Exhibits A-6a, A-6d, A-6e, and A-6f. A specific example of right-of-way landscape treatment is shown in Exhibit A-7 which illustrates a typical landscape plan for Phase 1.

Site Landscape Area

A minimum of 25 percent of the net site area for business/professional uses, and 20 percent of the net site area for commercial uses, shall be landscaped. Perimeter landscape buffers and open space areas incorporated in the site will be counted in meeting this requirement.



PERSPECTIVE 1
EXHIBIT "A-6a"



SECTION 1

BUSINESS/PROFESSIONAL



**BUFFER
35 FT.**

STREET



**BUFFER
35 FT.**

ELDERLY HOUSING

SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA

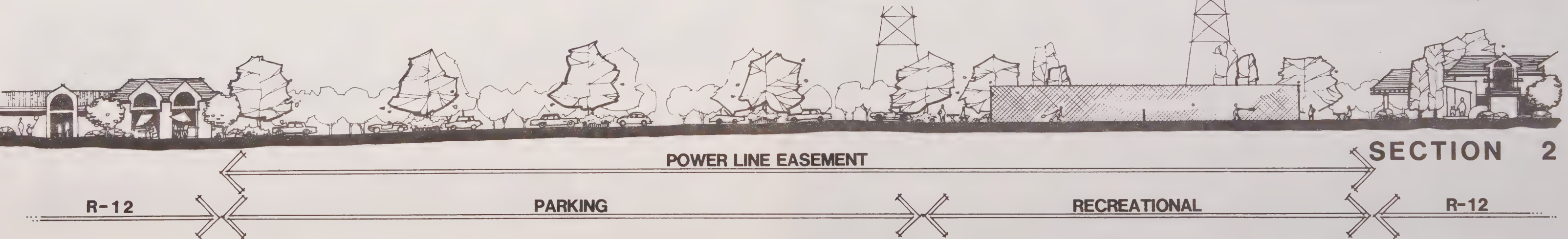
PREPARED BY:



WILLIAMS+PADDON/ARCHITECTS+PLANNERS/INC.
730 sunrise ave./suite 261/roseville/ca./95678/(916)786-8178/969-6891



PERSPECTIVE 2
EXHIBIT "A-6b"



SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

PREPARED BY :



WILLIAMS+PADDON/ARCHITECTS+PLANNERS/INC.
730 sunrise ave./suite 261/roseville/ca/95678/(916)786-8178/969-6891



PERSPECTIVE 3
EXHIBIT "A-6c"



SECTION 3

BUSINESS/
PROFESSIONAL

OPEN SPACE

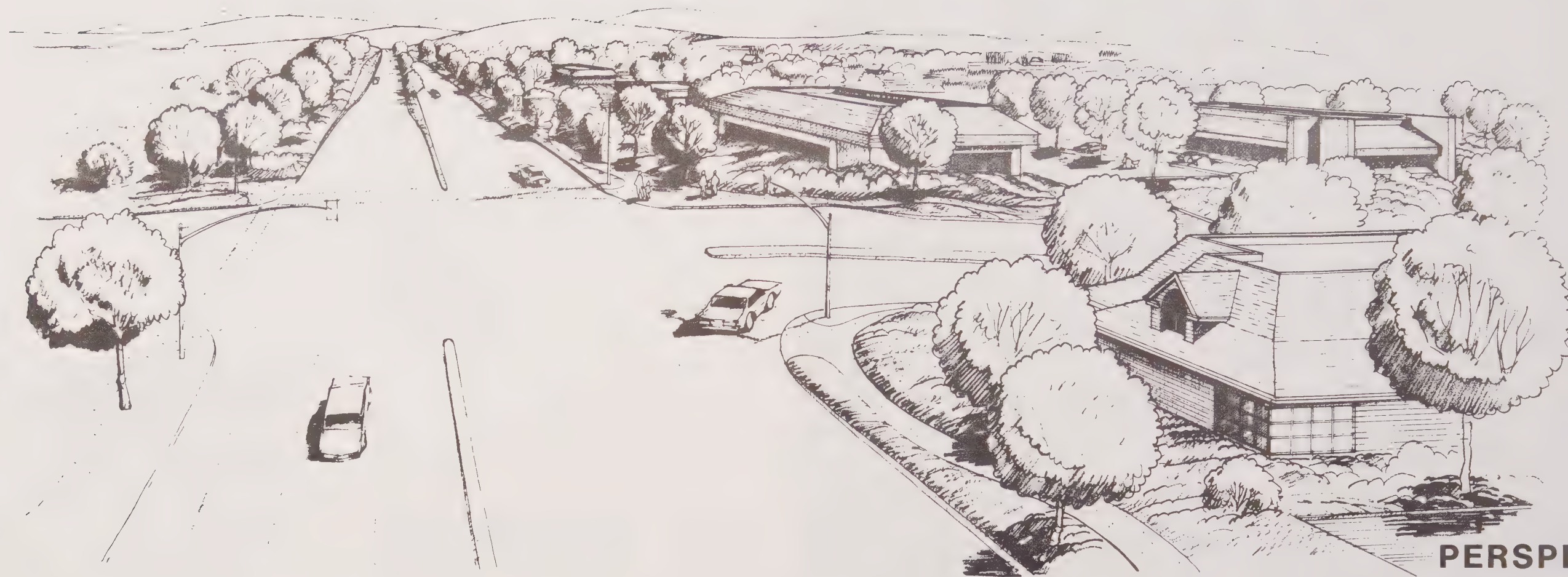
STREET BUFFER 25 FT R-12

SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA

PREPARED BY: 

WILLIAMS+PADDON/ARCHITECTS+PLANNERS/INC.
730 sunrise ave./suite 261/roseville/ca/95678/(916)786.8178/969.6891



PERSPECTIVE 4
EXHIBIT "A-6d"



SECTION 4



SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA

PREPARED BY:



WILLIAMS+PADDON/ARCHITECTS+PLANNERS/INC.
730 sunrise ave./suite 261/roseville/ca/95678/(916)786-8178/969-6891



PERSPECTIVE 5
EXHIBIT "A-6e"



SECTION 5



SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

PREPARED BY:



WILLIAMS+PADDON/ARCHITECTS+PLANNERS/INC.
730 sunrise ave./suite 261/roseville/ca/95678/(916)7868178/9696891



PERSPECTIVE 6
EXHIBIT "A-6f"



SECTION 6



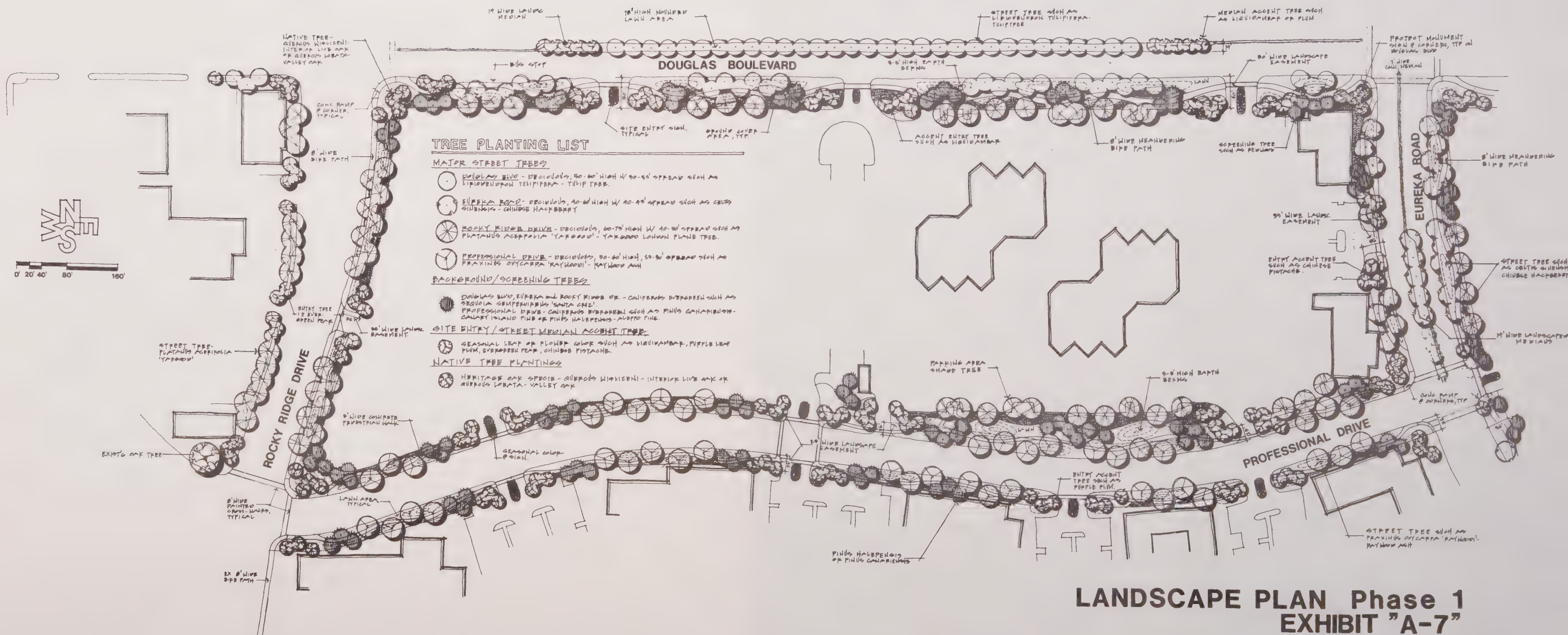
SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA •

PREPARED BY:



WILLIAMS+PADDON/ARCHITECTS+PLANNERS/INC.
730 sunrise ave./suite 261/roseville/ca/95678/(916)786-8178/969-6891



SOUTHEAST ROSEVILLE SPECIFIC PLAN

CITY OF ROSEVILLE • CALIFORNIA

PREPARED BY: TSA Tom Smith Associates

Parking Areas

Trees shall be planted and maintained throughout surfaced parking lots to insure that, within fifteen years after the establishment of the parking lot, at least fifty percent of the parking area will be shaded at noon on August 21st.

Open Space Corridors

Open space corridors indicated on the specific plan will be landscaped to maintain the appearance of a natural stream channel and maintain drainage flow. The suggested treatment of these corridors is described in the Landscape Design Guidelines and illustrated in Exhibits A-6b and A-6c of the Southeast Roseville Specific Plan.

Tree Preservation

Trees shall be preserved consistent with the Roseville guidelines requiring arborist's report.

Professional Drive

The landscaping of development along Professional Drive is given special consideration due to the proximity of a neighborhood of single family dwellings along the south boundary. The landscape treatment includes construction of a fence atop a berm running on or parallel to the property boundary. The intent is to provide a landscape buffer between the business/professional use and the adjacent dwellings. Exhibit A-5, the Professional Drive Development Plan, illustrates this plan.

SECTION VI - COMMUNITY FACILITIES ELEMENT

Objectives

Community facilities include the schools, libraries, parks, fire stations, utilities and other improvements that support public services. The objective of community facilities is quality of life in the community and it is essential that adequate facilities be included in the plan for a growing area such as the specific plan.

Schools

The need for school facilities is determined by factors such as population trends, housing densities, physical features, existing school facilities and service areas, school standards and projected enrollments.

Table 3 shows the estimated number of school sites needed to serve Southeast Roseville upon ultimate development.

Table 3

Estimated School Site Requirements

| | Number Students | Students Antici- pated | Per School | Number Sites Needed | Adjust- ment Factor | Number Schools Needed |
|-------------------|--------------------|------------------------------|---------------|---------------------------|---------------------------|-----------------------------|
| Elementary (K-3) | | | 400 | 1 | | 1 |
| Elementary (4-6) | | | 450 | 1 | | 1 |
| Junior High (7-8) | | | 600 | 1 | | 1 |
| High School | | | | 0 | | 0 |

Standards and criteria used to determine the location of proposed school sites are as follows:

1. School sites should be centrally located for easy access.
2. Elementary school sites should be located adjacent to parks wherever possible.
3. School sites should not be located adjacent to incompatible land uses such as shopping centers and multiple-family units.
4. School sites should be located away from excessive noise sources whenever possible.

Elementary (K-6) Requirements

Two elementary schools are recommended to serve Southeast Roseville upon full development. Each school site should consist of approximately 5 acres for K-3 and 8 acres for 4-6, and have facilities to serve 350 to 400 students. These are recommended for locations adjacent to park sites and evenly spaced so as to provide logical service areas.

One school site is shown on the plan map adjacent to and surrounded by Maidu Regional Park. Sufficient land is available to provide an adequate site for a combined K-3 and 4-6 school campus with separate facility clusters for each grade category, as well as some shared facilities.

A second primary grade school facility (K-3) may be required as the specific plan area is built out. A central site has been designated in the plan area to accomodate such a facility if it is required. Ultimate use will depend upon the student yield factor actually experienced in the plan area in the period 1985 to 1990. The required sites are designated as school sites and an option to purchase is granted in the development agreement that are part of the specific plan.

Junior High (7-8) Requirements

One site is recommended to serve Southeast Roseville upon full development. The site consists of 18.5 acres and will service 600 to 900 students drawn from the plan area and the unincorporated territory east of the city of Roseville. The required site is designated as a school site and an option to purchase is granted in the development agreements that are part of this specific plan.

High School (9-12) Requirements

Roseville High School District facilities are near or exceed capacity. The anticipated high school enrollment generated by development of Southeast Roseville will contribute to the cumulative load in the District. No high school facilites are proposed in the plan, but it is recognized that growth in the high school district may require construction of an additional high school facility during the period of development of the plan.

Parks and Open Space

Maidu Regional Park, a partially improved regional facility, is located east of Rocky Ridge Drive. This site, in excess of 100 acres, remains to be developed by the

Recreation and Parks Department. No other public recreation facilities currently exist. The plan adds an additional 22.4 acres to the Maidu site (exclusive of a school site). The land is dedicated to the City in Section 2B.1 of the development agreement between the City of Roseville and Southfork Partnership. Small scale recreational amenities (e.g. tennis courts, jogging trails, par courses) will be incorporated in the site plans for specific development projects.

Fire Stations

Development of the city of Roseville necessitates adequate fire protection for all commercial and residential structures. Fire station sites should be selected with care so as to result in the best fire protection possible, considering both the potential hazard to life and the value of buildings and contents.

The city presently serves this area from a station located at Cirby Way east of Sunrise Boulevard. This station will not provide adequate fire protection services for East Roseville once urbanization takes place.

The plan map designates a 1.56 acre fire station site. This facility will offer adequate fire protection to all of the eastern area. The land is dedicated to the City in Section 2B.(2) of the development agreement between the City of Roseville and Southfork Partnership.

The following points were considered when selecting the fire station location:

1. Stations should be located near extensive business districts and near districts where there is a high fire hazard.
2. Stations should be provided so that no point in a district will be more than a two-mile travel distance from an engine company and response time should not exceed 4 to 5 minutes.
3. Stations should be located on a secondary collector street with direct access to a major arterial street.

Sanitary Sewers

The Southeast Placer Sewer Assessment District #A-90 will provide necessary sanitary sewer facilities for Southeast Placer County. As a result of the January 11th decision by the City Council, Placer County, the State of California,

and EPA are taking appropriate steps to upsize the pipe within the city of Roseville. This upsizing will accomodate the additional demand for sewage flows that will be generated by the land use set forth in this plan.

The allocation of capacity and the commitment by property owners to participate in the assessment district is specified in various development agreements between the City of Roseville and the property owners.

Electrical Substation

An electrical substation is required to serve development of the specific plan and surrounding area. The land required for this facility is approximately 2+ acres and will be dedicated to the City in Section 2B.(2) of the development agreement between the City of Roseville and Southfork Partnership.

Consistency with the City of Roseville General Plan

Growth Management Element

Policy No. 6: Growth and development must occur on the basis that projected revenues shall be sufficient to meet public costs.

Consistency: Dedication of lands for public purposes is a significant effort to reduce public costs without adversely affecting the ability to produce affordable housing.

Policy No. 9: To allow flexibility in meeting the goals of the General Plan, a portion of the urban development capacity must be kept in reserve in order to utilize concepts of density bonuses, development incentives, and specific plan implementation.

Consistency: These concepts are incorporated in the Southeast Roseville Specific Plan as a means to implement necessary public facilities. In addition, there are still residential units held in reserve that may be applied to density bonuses or development incentives.

Land Use Element

Policy No. 21: The number and location of public elementary and secondary school facilities shall be in accordance with the following general criteria:

- A. Elementary schools shall be located to serve neighborhoods and secondary schools shall be centralized to serve a larger population.

- B. Elementary school sites, under this criteria of site selection, should be ten (10) net acres and planned cooperatively with the City Parks and Recreation Department. The actual school site may be less than ten (10) acres when the total school/park site equals or exceeds ten (10) acres.
- C. Secondary school sites would be fifteen to twenty (15 to 20) net acres depending upon educational programs and planned cooperatively with the City Parks and Recreation Department. The actual school site may be less than fifteen (15) acres when the total school/park site equals or exceeds fifteen (15) acres. High school sites should be 40 to 45 net acres.
- D. Schools should be located in an area that is safe and easily accessible away from major street arterials.
- E. Elementary schools should be master planned to accomodate approximately 400 to 600 students, depending upon the educational program.
- F. Secondary schools should be master planned to accomodate approximately 600 to 850 students depending upon the educational program.
- G. The Board of Education will utilize State, Local and mitigation funds in the development of appropriate educational facilities and related educational standards and criteria as adopted by local Boards of Education. The major thrust of the mitigation fund program is for the development of sites and facilities on the sites.
- H. Special and community use of facilities shall be considered and provided for the extent approved by the governing Board.
- I. Size, capacity and number of buildings for initial construction shall be determined by each individual district's enrollments, both current and anticipated. Changes and/or additions may result from district revisions regarding pupil/teacher ratios and other related variables.

Consistency: The proposed specific plan is consistent with the policy with the exception of the suggested guideline not to locate school facilities on major street arterials. Two school sites are proposed on an arterial street. The 7-8 school site is located along an arterial at the request of the Eureka School District. The K-3 site will be

separated from the arterial street by landscaping and a separation of elevation. Ultimate 4-6 school size will depend on an agreement between the school district and the City to combine school and park sites. The issue of capacity limits for proposed schools for the Eureka School District have not yet been determined and endorsed by the City of Roseville. This and other issues are the subject of the Public Facilities Element of the City's General Plan that will be revised in 1985.

Policy No. 22: Because of acreage required, the number of new school sites needed at the high school level, specific site location and standards shall be determined through the coordination of the City and Roseville High School District as part of the present and ongoing planning and approval process.

Consistency: The Public Facilities Element revision process is the mechanism for determining the extent to which high school needs will be addressed.

SECTION VII - SPECIFIC PLAN IMPLEMENTATION

Purpose

The Southeast Roseville Specific Plan is designed to be utilized as a guide to reach land use decisions, however, the plan will not be effective unless there are sufficient means for effectuating the goals and criteria set forth herein. The purpose of this section is to discuss the methods for implementing these goals outlined in each of the foregoing sections, which in themselves are statements of policy. It is recommended that these methods be the primary tools used to effectuate the plan.

Development Agreements

Property owners within the plan area will execute development agreements, in accordance with ordinance No. 802. Such agreements will set forth, with specificity, the infrastructive improvements, dedication of public sites, landscaping amenities and other contributions to be made by a property owner in return for the allocation of specified levels of land uses and intensities.

Planned Unit Developments

Development of the specific plan may proceed as a number of separate planned unit developments. This method of land development has its greater potential in large acreage parcels where a developer wishes to provide for greater flexibility in an integrated design than is otherwise possible through strict application of zoning regulations. It is the intent of planned unit developments to encourage the design of well-planned facilities which offer a variety of housing types through creative and imaginative planning. Residential subdivisions for example may include accessible open "green spaces" or common recreation areas, an attractive and well oriented community meeting place, and other features of benefit to a viable and balanced community. Planned unit developments must be initiated by the developer

Assessment Districts

An assessment district is usually formed to provide improvements or service to a particular area. It may be defined as an area within a city, county or other political subdivision which will receive special benefit from the construction or acquisition of public improvements, and/or acquisition of property for public purposes. Assessment districts can be created as a result of an initiative

petition by the people in the area or by an act of the legislative body itself.

The specific plan will be implemented by land owner participation in the Southeast Placer Sewer Assessment District #A-90 that will provide a major sewer trunk line through the project. In addition, other assessment districts for traffic circulation improvements and other purposes may be formed to which the landowners would be subject.

APPENDIX "A"

SUMMARY OF TABLES OF DEMOGRAPHIC CHARACTERISTICS

TABLE I
DEMOGRAPHIC CHARACTERISTICS BY CENSUS TRACTS

POPULATION AND HOUSING

| | Census Tracts | | | | City Wide |
|---|---------------|------------|------------|------------|-------------|
| | 207 | 208 | 209 | 210 | Totals |
| A. Population Characteristics (1983 Estimates based upon 1980 Census distributions) | | | | | |
| Total Population | 10,913/41% | 5,590/21% | 5,590/21% | 4,525/17% | 26,618 |
| 1 year - 9 years | 1,637/15% | 671/12% | 838/15 | 544/12% | 3,690/14% |
| 10 years - 19 years | 2,073/19% | 838/15% | 894/16% | 634/14% | 4,439/17% |
| 20 years - 29 years | 1,528/14% | 838/15% | 1,174/21% | 814/18% | 4,354/16% |
| 30 years - 39 years | 1,855/17% | 782/14% | 614/11% | 543/12% | 3,794/14% |
| 40 years - 49 years | 1,419/13% | 670/12% | 503/9% | 452/10% | 3,044/12% |
| 50 years - 59 years | 1,201/11% | 670/12% | 560/10% | 498/11% | 2,929/11% |
| 60 years+ | 1,200/11% | 1,121/20% | 1,007/18% | 1,040/23% | 4,368/16% |
| Total Households | 3,611/36% | 2,207/22% | 2,308/23% | 1,906/19% | 10,032 |
| No. of Persons per Average Household (1980 Census) | 3.02 | 2.53 | 2.42 | 2.37 | 2.65 |
| Median Age (1980 Census) | 30 years | 34 years | 28 years | 33 years | 32 years |
| Marital Status: | | | | | |
| Single, Separated, Widowed, Divorced | 3,152/38% | 1,766/39% | 2,050/47% | 1,558/42% | 8,526/41% |
| Married | 5,142/62% | 2,762/61% | 2,311/53% | 2,151/58% | 12,366/59% |
| Head of Household by Sex | | | | | |
| Male Head of Household | 2,889/80% | 1,611/73% | 1,616/70% | 1,410/74% | 7,526/75% |
| Female Head of Household | 722/20% | 596/27% | 692/30% | 496/26% | 2,506/25% |
| Ethnicity | | | | | |
| White | 10,370/95% | 5,251/94% | 4,583/82% | 4,207/93% | 24,411/92% |
| Black | 47/.4% | 9/.2% | 16/.3% | 14/.3% | 86/.3% |
| American Indian | 11/.1% | 28/.5% | 72/1.3% | 23/.5% | 137/.5% |
| Japanese | 58/.5% | 28/.5% | 6/.1% | 9/.2% | 101/.4% |
| Chinese | 36/.3% | -0- | -0- | 5/.1% | 41/.2% |
| Filipino | 36/.3% | 4/.1% | 16/.3% | 5/.1% | 61.2% |
| Korean | 24/.2% | -0- | -0- | -0- | 24.1% |
| Asian Indian | 14/.1% | -0- | 16/.3% | 9/.2% | 39.1% |
| Vietnamese | 14/.1% | -0- | 11/.2% | 5/.1% | 30.1% |
| Hawaiian | 14/.1% | 4/.1% | -0- | -0- | 18/.1% |
| Guamarian | -0- | 4/.1% | -0- | -0- | 4/.1% |
| *Other | 286/2.% | 262/4.8% | 870/15% | 248/5.5% | 1,666/6.3% |
| TOTAL | 10,913/100% | 5,590/100% | 5,590/100% | 4,525/100% | 26,618/100% |

*There was no specific designation for Hispanics in the 1980 Census.

TABLE I (continued)

DEMOGRAPHIC CHARACTERISTICS BY CENSUS TRACTS

POPULATION AND HOUSING

| | Census Tracts | | | | City Wide |
|---|---------------|-------------|-------------|-------------|-------------|
| | 207 | 208 | 209 | 210 | Totals |
| B. Housing Characteristics | | | | | |
| Total Housing Units by Type (1983 Estimates based upon 1980 Census distributions) | | | | | |
| Single Family | 2,825/76% | 1,569/70% | 1,804/77% | 1,648/82% | 7,847/76% |
| 2-4 Units | 378/10% | 509/23% | 393/17% | 174/9% | 1,454/14% |
| 5+ Units | 408/11% | 133/6% | 141/6% | 102/5% | 784/8% |
| Mobile Homes | 114/3% | 16/1% | -0- | 93/4% | 223/2% |
| TOTAL | 3,725/100% | 2,227/100% | 2,338/100% | 2,017/100% | 10,308/100% |
| Vacancy Rate by Unit Type (1980 Census Figures) | | | | | |
| Single Family | 10% | 3% | 3% | 6% | 6% |
| 2-4 Units | 8% | 3% | 1% | 12% | 5% |
| 5+ Units | 5% | 5% | 6% | 0% | 5% |
| Mobile Homes | 4% | 0% | 0% | 38% | 18% |
| Owner Occupant and Rental Units by Type: | | | | | |
| Single Family | | | | | |
| Owner Occupant | 2,543/90% | 1,381/88% | 1,227/68% | 1,203/73% | 6,357/81% |
| Renter | 282/10% | 188/12% | 577/32% | 445/27% | 1,490/19% |
| 2-4 Units | | | | | |
| Owner Occupant | 30/8% | 188/37% | 39/10% | 0/0% | 262/18% |
| Renter | 348/92% | 321/63% | 354/90% | 174/100% | 1,192/82% |
| 5+ Units | | | | | |
| Owner Occupant | 4/1% | 8/6% | 0/0% | 20/20% | 31/4% |
| Renter | 405/99% | 125/94% | 141/100% | 82/80% | 753/96% |
| Mobile Homes | | | | | |
| Owner Occupant | 114/100% | 12/75% | 0 | 93/100% | 219/98% |
| Renter | 0/0% | 4/25% | 0 | 0/0% | 4/2% |
| Median Monthly Rent (1980 Census) | \$204.00 | \$237.00 | \$174.00 | \$170.00 | \$186.00 |
| Median Housing Value (1980 Census) | \$67,019.00 | \$62,219.00 | \$45,719.00 | \$53,669.00 | \$60,079.00 |

Prepared by the Roseville Planning Department

TABLE 2

| | Developed | | | | | | | | | | Undeveloped | | | | | | | | | | Total Urban Land Use | | Total City-Wide Land Use | |
|--------------------------|-----------|------|-----------|------|-----------|------|-----------|------|----------------|------|-------------|------|-----------|------|-----------|------|------------|------|----------------|------|----------------------|------|--------------------------|------|
| | 207 Acres | % | 208 Acres | % | 209 Acres | % | 210 Acres | % | Subtotal Acres | % | 207 Acres | % | 208 Acres | % | 209 Acres | % | 210 Acres | % | Subtotal Acres | % | Acres | % | Acres | % |
| Residential ¹ | 1,263 | 70.6 | 481 | 68.6 | 364 | 32.9 | 457 | 46.0 | 2,565 | 56.0 | 898 | 80.2 | 117 | 60.3 | 135 | 52.7 | 2,255 | 41.8 | 3,405 | 48.9 | 5,970 | 51.7 | 5,970 | 32.5 |
| Commercial | 231 | 12.9 | 109 | 15.6 | 174 | 15.7 | 99 | 10.0 | 613 | 13.3 | 149 | 13.3 | 56 | 28.9 | 10 | 3.9 | 81 | 1.5 | 296 | 4.3 | 909 | 7.8 | 909 | 5.0 |
| Industrial | 38 | 2.1 | 40 | 5.7 | 557 | 50.3 | 226 | 22.7 | 861 | 18.7 | 73 | 6.5 | 21 | 10.8 | 111 | 43.4 | 3,058 | 56.7 | 3,263 | 46.8 | 4,124 | 35.7 | 4,124 | 22.5 |
| Public Schools* | 256 | 14.4 | 71 | 10.1 | 13 | 1.1 | 212 | 21.3 | 552 | 12.0 | 0 (105) | | 0 | | 0 | | 0 (105) | | 0 | | 552 | 4.8 | 552 | 3.0 |
| Subtotal | 1,788 | 100 | 701 | 100 | 1,108 | 100 | 994 | 100 | 4,591 | 100 | 1,120 | 100 | 194 | 100 | 256 | 100 | 5,394 | 100 | 6,964 | 100 | 11,555 | 100 | 11,555 | 63.0 |
| Agriculture | 0 | | 0 | | 0 | | 0 | | 0 | | 1,358 | 69.0 | 0 | | 0 | | 3,453 | 71.6 | 4,811 | 70.8 | 0 | | 4,811 | 26.2 |
| Study Area | 0 | | 0 | | 0 | | 0 | | 0 | | 456 | 23.2 | 0 | | 0 | | 11 | .2 | 467 | 6.9 | 0 | | 467 | 2.5 |
| Urban Reserve | 0 | | 0 | | 0 | | 0 | | 0 | | 155 | 7.8 | 0 | | 0 | | 1,361 | 28.2 | 1,516 | 22.3 | 0 | | 1,516 | 8.3 |
| Subtotal | 0 | | 0 | | 0 | | 0 | | 0 | | 1,969 | 100 | 0 | | 0 | | 4,825 | 100 | 6,794 | 100 | 0 | | 6,794 | 37.0 |
| Grand Total | 1,788 | | 701 | | 1,108 | | 994 | | 4,591 | | 3,089 | | 194 | | 256 | | 10,219 | | 13,758 | | 11,555 | | 18,349 | 100% |

or 28.69 square miles

¹ includes 170 acres of floodway

Source: Roseville Planning Department, 1983

*Estimated acreage by Roseville School Districts

TABLE 3

DEVELOPED RESIDENTIAL

| | 207 | | | | 208 | | | | 209 | | | | 210 | | | | | | | |
|-------------|---------------|-------|-------|---------|---------------|-------|------|---------|---------------|-------|------|---------|---------------|-------|------|---------|---------------|--------|-------|---------|
| | No. of Vacant | | | | No. of Vacant | | | | No. of Vacant | | | | No. of Vacant | | | | No. of Vacant | | | |
| | Acres | Units | Lots | Density | Acres | Units | Lots | Density | Acres | Units | Lots | Density | Acres | Units | Lots | Density | Acres | Units | Lots | Density |
| Residential | | | | | | | | | | | | | | | | | | | | |
| 0-5 du/ac | 1,111 | 3,280 | 1,054 | 3.9 | 391 | 1,449 | 140 | 4.1 | 189 | 1,917 | 232 | 11.4 | 356 | 1,274 | 176 | 4.1 | 2,047 | 7,920 | 1,602 | 4.7 |
| 0-9 du/ac | 59 | 228 | 62 | 4.9 | 29 | 113 | 0 | 3.9 | 156 | 681 | 0 | 4.4 | 90 | 268 | 0 | 3.0 | 334 | 1,290 | 62 | 4.0 |
| 10+ du/ac | 93 | 282 | 0 | 3.0 | 61 | 684 | 0 | 11.2 | 19 | 178 | 0 | 9.4 | 11 | 125 | 0 | 11.4 | 184 | 1,269 | 0 | 6.9 |
| Subtotal | 1,263 | 3,790 | 1,116 | 3.9 | 481 | 2,246 | 140 | 5.0 | 364 | 2,776 | 232 | 8.3 | 457 | 1,667 | 176 | 4.0 | 2,565 | 10,479 | 1,664 | 4.7 |

UNDEVELOPED RESIDENTIAL¹

| | 207 | | | 208 | | | 209 | | | 210 | | | Total | | |
|-------------|-----------|-------|---------|-----------|-------|---------|-----------|-------|---------|-----------|--------|---------|-----------|--------|---------|
| | Potential | | | Potential | | | Potential | | | Potential | | | Potential | | |
| | Acres | Units | Density | Acres | Units | Density | Acres | Units | Density | Acres | Units | Density | Acres | Units | Density |
| 0-5 du/ac | 760 | 993 | 1.3 | 11 | 50 | 4.5 | 11 | 51 | 4.6 | 1,908 | 6,288 | 3.3 | 2,690 | 7,382 | 2.7 |
| 6-9 du/ac | 3 | 26 | 8.7 | 0 | 0 | 0 | 77 | 492 | 6.4 | 136 | 882 | 6.5 | 216 | 1,400 | 6.5 |
| 10+ du/ac | 73 | 714 | 9.8 | 59 | 592 | 10.0 | 7 | 70 | 10.0 | 190 | 1,969 | 10.4 | 329 | 3,345 | 10.2 |
| Subtotal | 836 | 1,733 | 2.1 | 70 | 642 | 9.2 | 95 | 613 | 6.5 | 2,234 | 9,139 | 4.1 | 3,235 | 12,127 | 3.7 |
| Grand Total | 2,099 | 5,523 | 3.2 | 561 | 2,888 | 5.5 | 459 | 3,389 | 7.9 | 2,691 | 10,806 | 4.1 | 5,800 | 22,606 | 4.2 |

¹excludes 170 acres of floodway

Source: Roseville Planning Department

APPENDIX "B"

SUMMARY OF PARKING STANDARDS

PARKING STANDARDS: SOUTHEAST ROSEVILLE SPECIFIC PLAN

Commercial

Adequate off-street parking shall be provided to accomodate all parking needs of the site and eliminate the need for on-street parking. Parking for specific uses shall be as required in the City of Roseville Zoning Ordinance or as determined by the Planning Commission for uses not determined in the Zoning Ordinance.

Business/Professional

Adequate off-street parking shall be provided to accomodate all parking needs of the site and eliminate the need for on-street parking. Internal circulation systems that include private streets may allow on-street parking where such use will not conflict with traffic.

Parking shall be provided on-site for each 250 square feet of net leaseable floor area. A maximum of 30 percent of all vehicle parking spaces may be compact spaces. The parking requirement may be reduced by including Transportation System Management (TSM) measures in the site plan that will reduce the number of vehicle trips to the site.

PARKING STANDARDS: BOSTONIAN BUSINESS DISTRICT PLAN

Comments:

Additional off-street parking shall be provided to accommodate all parking needs of the site and adjacent areas for on-street parking. Parking for specific uses shall be as required in the City of Boston's zoning ordinance or as determined by the Planning Commission for uses not determined in the zoning ordinance.

Business/Professional

Additional off-street parking shall be provided to accommodate all parking needs of the site and adjacent areas for on-street parking. Internal circulation systems that include private streets may allow on-street parking when such is not consistent with traffic.

Parking shall be provided on-site for each 250 square feet of net leasable floor area. A minimum of 10 percent of all vehicle parking spaces may be covered spaces. The parking requirement may be reduced by including Transportation System Management (TSM) measures in the plan that will reduce the number of vehicle trips to the site.

U.C. BERKELEY LIBRARIES



C124886475

